THE LITERARY DIGEST
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TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

THE EXPLOSION CAUSED BY THE COOLIDGE DRY ORDER

THAT PROHIBITION IS STILL CHARGED with political dynamite was startlingly demonstrated by the explosion of criticism that greeted the publication of President Coolidge's executive order permitting State and city officials to become Prohibition enforcement officers on the Federal pay-roll. The Administration, the correspondents tell us, was amazed at the heat instantly generated by this merely permissive order, which the Government intended to put into practise only upon the request of State authorities. In fact, drys in Congress joined with wets and Republicans with Democrats in denouncing it as a dangerous invasion of State rights; and by a unanimous vote the Senate Judiciary Committee was directed to inquire into its legality. One Senator declared that the next logical step in Prohibition enforcement would be a declaration by Mr. Coolidge of martial law. "I am for enforcement, but I am not for violating other laws and State rights to bring it about," said Senator Edge (Rep.), of New Jersey. "President Coolidge, altho not intending to do so, has struck the worst blow that has been struck yet against Prohibition in issuing his executive order," averred Senator Joseph T. Robinson (Dem.), of Arkansas. And Representative Linthicum (Dem.), of Maryland warned the House that the order might prove to be "the starting-point for the breaking down of the sovereignty of the States and the centralization of all power in Washington." "Self-respecting State officials will have nothing to do with it, in my opinion," declared Senator King (Dem.), of Utah. In its news columns the Washington *Post* quotes enforcement officers as saying that the order weakens, instead of strengthens, enforcement, because—

> "In all but three of the forty-eight States, it is pointed out, the State Prohibition Laws are more effective than the Federal Prohibition Law. The law of search and seizure, for example, is far more conducive to successful enforcement in nearly every State than is the Federal law. Consequently, whenever a State officer is clothed with Federal authority his power as an enforcement officer becomes automatically limited to such power as he possesses under the Federal law. He can not claim that in one case he is acting as a Federal officer and in another case he is acting as a State officer. No court in the country, it is declared, would for a moment tolerate such a proceeding, and thus the State officer would be kept strictly within the confines of the Federal law in all his activities."

So stormy is the controversy started by the President's plan to let Prohibition agents function as both Federal and State officials that a Washington correspondent of the Omaha *World Herald* thinks that it may develop into "a political tornado"; and in many an editorial we find phrases that give color to such a possibility. Thus the New York *World* characterizes the President's order as an "amazing ukase of executive usurpation"; the New York *Herald Tribune* sees in it "a confusing and dangerous precedent"; the New York *Times* describes it as "one of the queerest illustrations of the vicious effects of Prohibition," and remarks that "if the President can lay hands on State, county, and municipal officers to execute one Federal statute, he can do the same in regard to any other Federal statute under the Constitution." This is "a monstrous doctrine," in the opinion of the Philadelphia *Record.* "It is the most ruthless invasion of the powers reserved to the States of which any centralizationist has been guilty in a generation," says the Richmond *Times-Dispatch.* The Norfolk *Virginian-Pilot* characterizes it as a "scheme for crucifying State police autonomy on the cross of Prohibition enforcement"; and it explains that "police autonomy is the most distinctive attribute of State sovereignty." "But apart from this wiping out of State lines, the executive order is even more offensive because it would at once create a great army of grafters and blackmailers," says the Chicago *Journal of Commerce,* which explains that—

> "This is true because the Federal Government could not have effective control over its new deputies. No man can serve two masters. Every Federal agent at present is directly responsible every day to a superior officer; he can be called to account for his time and his acts; he has only one responsibility."

And in the Syracuse *Herald* we read:

> "What makes this executive order all the more amazing is that it has been issued before the echoes of President Coolidge's recent speech at Williamsburg, Virginia, have died away. In that sesquicentennial address the President made an eloquent plea for a more definite recognition of State rights and a firmer maintenance of State power. It is seemingly impossible to reconcile this wise and timely utterance on a great ceremonial occasion with the executive fiat now before the country—a fiat that would place every local sheriff or police officer, or any other local agent employed and paid by the States, at the command of the Federal authorities in Washington for the execution of an arbitrary statute that tens of millions of the American people disapprove and resent.
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> "At any time such an astonishing invasion of the sphere of State authority would make the American public gasp. But just now it has the force of a double thunderbolt because it comes in a tumultuous era when crimes of violence are rampant, and when all the local agencies of State protection are wofully insufficient to cope with a far greater danger than violations or evasions of the Volstead Law.
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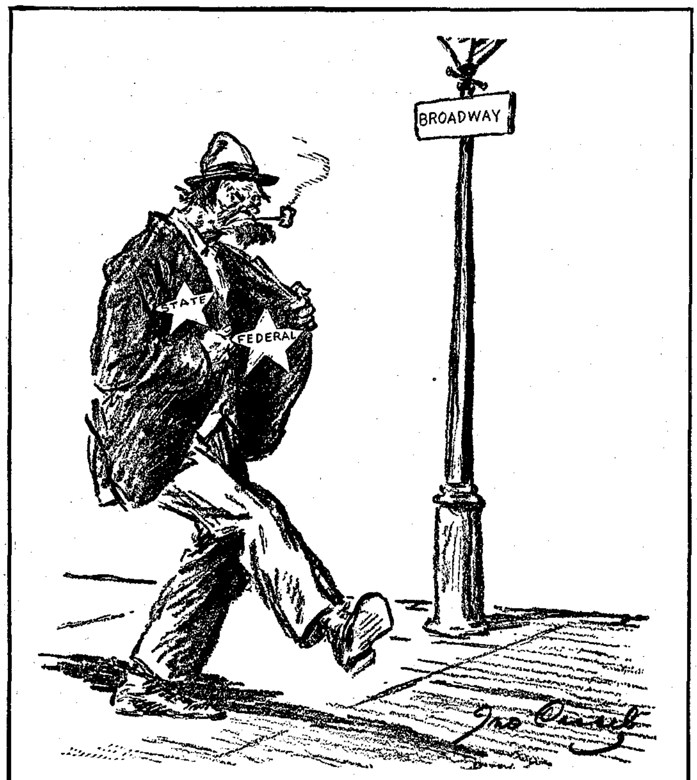
> "In the light of this jolting truth, it is not surprizing to learn that General Andrews, chief of the Prohibition forces, has undertaken to stem the tide of popular protest by stating that the experiment will be launched in only a small way by confining it at first to the deputy sheriffs of California. But there will be little relief in this assurance. What can be done in California can be done elsewhere and everywhere. It is the principle of the extraordinary departure that will provoke public resistance, and it is poor consolation to learn that it will be put in force in only a small way at the beginning."

"This is another of the endless series of dry laws, rules, regulations, and orders by which, in a desperate effort to enforce an unenforceable law, principles and precedents and right government have been thrown overboard," declares the St. Louis *Post-Dispatch.* "In changing the order of President Grant, President Coolidge may be acting upon the Grant dictum that the way to get rid of a bad law is to apply force to the limit," remarks the



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BOOTLEGGERS BEWARE!

—Cassel in the New York *Evening World.*

Springfield *Union,* which continues: "If the President, while sworn to enforce the law, is striving in the only practical way he has to make it so obnoxious to the people that it will be repealed, his order is justifiable in the circumstances, and it should go a long way to secure the desired public resentment against the law and to secure its repeal." Says the New Haven *Register:*

"It is really high time that the people of the United States knew whether or not the adoption of the Eighteenth Amendment did, in effect, repeal the Bill of Rights. If it did—and up till now no one has seriously thought this construction possible—then there is no time to be lost in initiating such movements as are necessary to obtain the earliest possible removal of the blot from the national escutcheon."

In this connection the Providence *Journal* quotes the blunt statement of General Andrews that when we adopted the Eighteenth Amendment we surrendered States' rights, so far as Prohibition is concerned. Said our Prohibition enforcement head:

"When the people wrote the Eighteenth Amendment into the Constitution, they decided the Federal Government should have the police power hitherto reserved by the States. They forced us to use the police power, making jurisdiction concurrent between the Federal and State Governments. I must lean on States and communities to carry their burdens in the enforcement of the Prohibition Law."

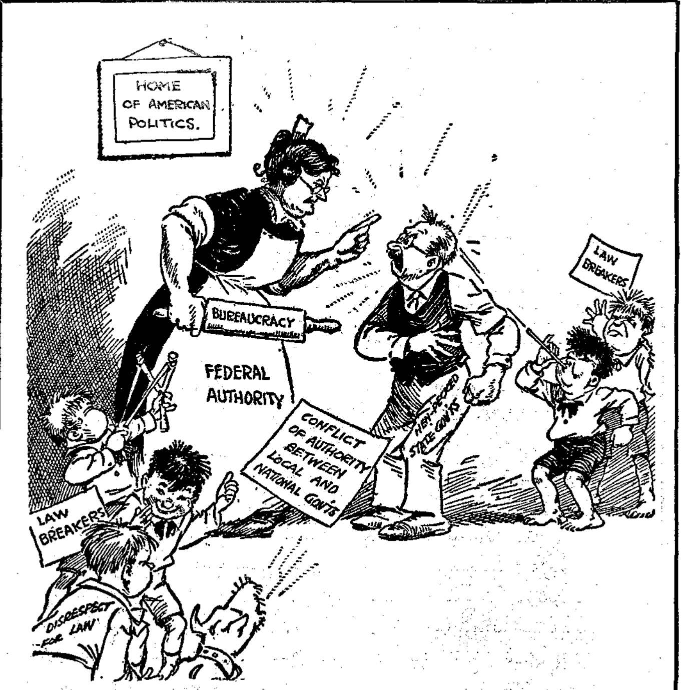
Some editors, on the other hand, find all this excitement over the President's order not only without justification, but even ludicrous. "Possibly no smaller thing ever excited a greater amount of hubbub," remarks the Brooklyn *Times,* which adds: "At the most it is but a trifling incident in the greater battle. The real issue before the public is not whether or not every effort should be made to enforce a law on the statute book; there should be no question on that point. The real issue is whether or not the law itself is justified and should be on the statute book." And in the Nashville *Tennessean* we read:

"Violent criticism of the President's order for cooperation of Federal and State officials in the enforcement of the liquor laws, does not appear to be justified. The Prohibition Law should be enforced; no one can be a good citizen now and deny that. It is the solemn duty of both the States and the Federal Government to use every means at hand for the execution of this law. Any other course is an official connivance at law-breaking, and must inevitably lead to anarchy. Under no circumstances can the Government afford to temporize with the defiant law-breakers.

"To clothe State officials with power to act under Federal, as well as State authority, is not going to strike terror to the heart of a single law-abiding citizen. No man who supports and upholds the laws of his country has anything to fear from the officer of the law possessing this dual authority. Deliberate and defiant violators of the law should and must be apprehended. And any legal and constitutional method for their conviction and punishment, if guilty, is justified."

In the opinion of the Pittsburgh *Gazette Times,* the President's order is neither an invasion of States' rights nor an order to draft State employees into the Federal service:

"The President's so-called order is in no sense mandatory; it is permissive, and strictly limited in its operation to States that do not by their constitutions or statutory enactments forbid State officers to hold office under the Federal Government. An indispensable condition of the permitted employment is that the State or local authorities consent to it."



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NO WONDER THEIR CHILDREN HAVEN'T ANY RESPECT FOR THEM

—Orr in the Chicago *Tribune.*

"Let any step be taken that looks like preventing the nullification of the Eighteenth Amendment, and the wet Senators are quick to show resentment," remarks ex-Secretary of the Navy Josephus Daniels in his Raleigh *News and Observer;* and he goes on to say:

"The enforcement of the Eighteenth Amendment calls for 'concurrent' action by State and Federal Governments. That has not been secured. Federal and local officials should work together, and laws should be enacted making it compulsory as well as legal.

"More than that: Treasury officials charged with enforcing the immigration and tariff laws should be empowered and directed to prevent the coming of contraband liquor as well as Chinese and foreign-made goods which have not paid the duty."

And in *The Christian Science Monitor,* another strong champion of Prohibition, we read:

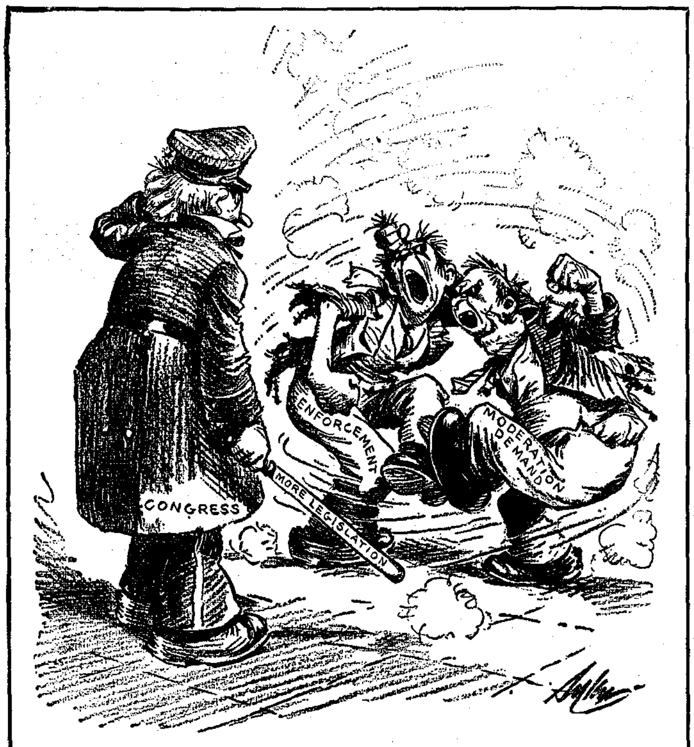
"It should be remembered that the latest executive order was promulgated in the hope that it would encourage and make possible that popular cooperation in the effort to enforce the Prohibition Law which champions of the law believe is necessary under existing conditions. Until the law is repealed it stands as the law of the land, and every loyal citizen is committed, first of all, to its observance, and next, and as finally, to its enforcement. So it quite naturally comes about, the boast having been made that the law will eventually be nullified, if in no other way, by its continued and open violation, that resort is had to that distinctly American institution, the *posse comitatus*. For it must be agreed that overwhelming popular sentiment in the United States supports enforcement of the dry law, no matter how great the effort to make the contrary appear.

"There will be undertaken, no doubt, a campaign intended to discourage voluntary enlistments in this army of enforcement. Where local official sentiment has favored laxity, this will persist in making difficult or unpopular the recruiting of this new force. But it is hopefully expected that the ranks will be augmented by those who heretofore, believing themselves lacking effective authority, have permitted infractions of the law which they were unable to prevent. The law will receive, by this nation-wide mobilization, a renewed moral and legal support. The results should be at once noticeable."

The reason for the President's order is very simple, explains the New York *Evening Post:*

"General Andrews has about 1,800 men with whom to enforce the Volstead Law. He can give States desiring to enforce the law little help. California is trying to enforce it. Prohibition Commissioner Green of that State suggested the scheme to be tried out in parts of his territory.

"General Andrews approved it. The Department of Justice declared it legal. The executive order followed, and the storm of protest followed the order. Nobody waited to discover its scope or to find how limited its application might be, or whether or not it meant any actual invasion of the rights of States.



BOTH:—"HEY, DO SOMETHIN', QUICK!"

—Sykes in the New York *Evening Post*.

"Actually, it is improbable that many State officers will be used as Federal agents. According to General Andrews, it was never intended that police from one State should go gallivanting across the borders of another State. It can not be used in many States, and even in California, where the scheme originated, there is considerable distrust of its value.

"The order can be attacked as a blunder. In some localities it will be high-powered political dynamite. It can hardly be assailed, however, as a violation of States' rights, since it is said to be covered by the 'concurrent jurisdiction' clause in the Eighteenth Amendment, and this has been accepted by the States. These States and their officers are not put under duress. When and if they are, then it will be time for all the bitter words now being hurled at a mere permissive order."

The first outbreak of excitement over the dry order was soon followed by a "return to reason" on the part of the press, notes the New York *Herald Tribune*, which goes on to discuss the episode as follows:

"The embattled adjectives that were marched up the hill by ardent wets to damn the executive order are being marched down again. The reasons are obvious. For one thing, excellent authority in and out of the Senate has come forward to support the constitutionality of the order. For another, the Treasury Department has placed several important limitations about its operation. What was announced as a revolutionary change in American governmental practise is being reduced to a minor administrative shift applicable only to a few localities.

"Most important of all, it has been made clear on behalf of the President that local officers thus appointed to Federal positions in the Prohibition enforcement personnel will not be permitted to function outside of their home States. This is a clear withdrawal from the first position announced by subordinates of General Andrews."

In the meantime, remarks the Baltimore *Sun*, the explosion has demonstrated the extent to which "the Prohibition issue is getting on the nerves of the American people"; and the Albany *Evening News* suggests that it "may lead to a more general movement for the submission of the Prohibition problem to the people themselves by vote."

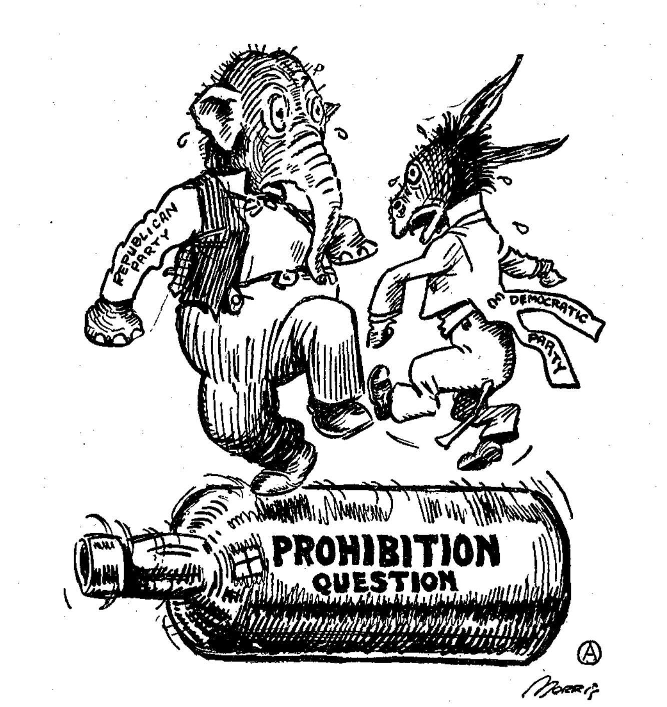
The executive order which evoked this apparently unexpected flare-up was issued on May 8, and made public two weeks later. It reads:

The executive order of January 17, 1873, is hereby amended by the addition of the following paragraph:

In order that they may more efficiently function in the enforcement of the National Prohibition Law, any State, county, or municipal officer may be appointed, at a nominal rate of compensation, as Prohibition officer of the Treasury Department to enforce the provisions of the National Prohibition Law, and acts supplemental thereto, in States and Territories, except in those States having constitutional or statutory provision against State officers holding office under the Federal Government.

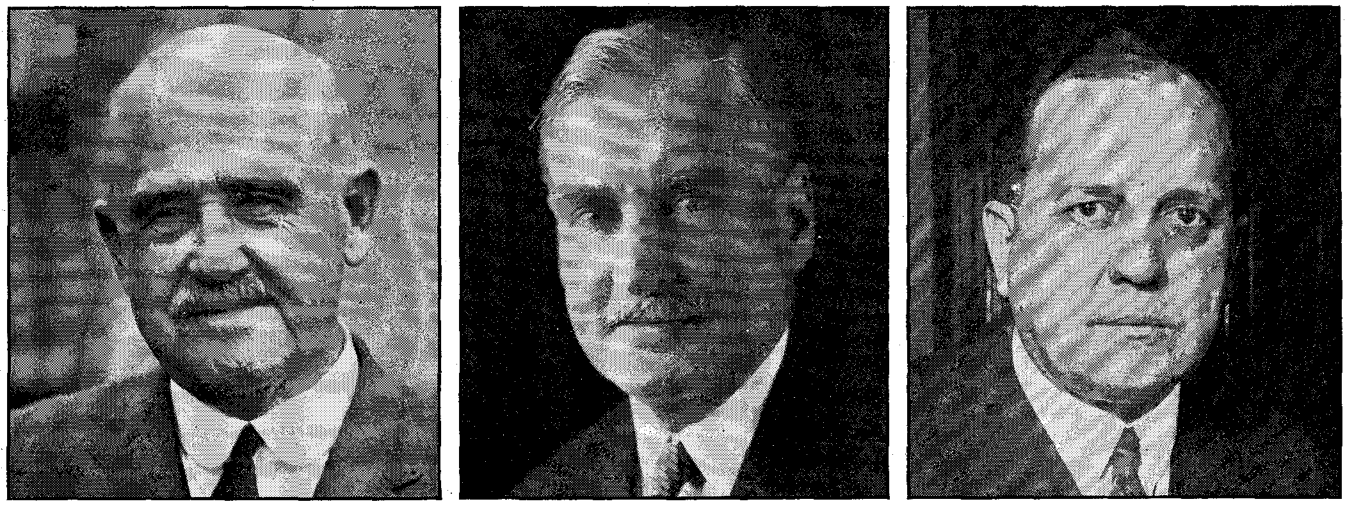
White House, May 8, 1926. CALVIN COOLIDGE.

President Grant's order of 1873, of which this is an amendment, forbade the simultaneous holding of State and Federal offices as "not in harmony with the genius of the Government." It excepted from this rule, however, such local officials as justices of the peace, notaries public, commissioners of deeds, sheriffs, and deputy sheriffs, and certain classes of deputy postmasters.



"MERRILY (?) WE ROLL ALONG"

—Morris for the George Matthew Adams Service.



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THREE REPUBLICAN FACES WHICH WILL BE MISSING IN THE NEXT SENATE

THE "OLD GUARD" DEFEAT IN OREGON

ONE, TWO, THREE—McKinley of Illinois, Pepper of Pennsylvania, Stanfield of Oregon—regular, "Old Guard," Administration Republican Senators, go down to defeat in the spring primaries. Editors and correspondents, particularly on Democratic papers, can not help recalling whisperings in political centers to the effect that the Administration must be slipping because these stanch supporters in the Senate "have joined the ancient and honorable order of the lame duck." "In every Republican Senatorial primary so far this year the candidate who has based his campaign on his support of the National Administration has been beaten, and this is coming to have great significance with those whose eyes are glued to the weather-vane to note the direction of public opinion," we read in the Baltimore *Sun* (Dem.), whose Washington correspondent goes on to insist that despite all other elements entering into the primary contest in Oregon, the only thing emphasized among politicians analyzing the meaning of Senator Stanfield's defeat "is that another regular Administration Republican has met defeat." But in Oregon the voters in the primary had no such notion, according to the unanimous insistence of the representative Oregon dailies whose interpretations of the result have been received in response to our telegraphed request. Republican, independent, and Democratic editors agree that Senator Stanfield, one of eight candidates for the Senatorial nomination, was defeated by Frederick Steiwer solely because of personal and local reasons. The Republican Portland *Oregonian*, with the largest circulation of any daily in the State, supported Steiwer from the first. It accounts for the victory of its candidate over Senator Stanfield as follows:

> "No question of any policy of the Coolidge Administration was involved in the decision of Oregon Republicans to send a new man to the United States Senate. Republicans of Oregon believe in Coolidge; they have faith in his purposes, confidence in the soundness of his judgment. They are in accord with his declared policies, national and international, and to all this they have amply testified by their votes in the primaries.
>
> "The whole purpose of the Republican primary campaign, the objective of all Republicans, was to make Oregon secure of its rightful place in the column of Republican States. This purpose was fulfilled by the nomination of Frederick W. Steiwer."

Southern Oregon Republicans, telegraphs the Grant's Pass *Courier* (Rep.) in that section, "feared the attack which surely would have been made upon Stanfield in the fall election by his Democratic opponents." "No definite national issues were involved in the campaign," wires the Corvallis *Gazette-Times* (Rep.). "Senator Stanfield's defeat was entirely due to local issues and arose directly out of unfavorable publicity he received growing out of his arrest in Baker last summer on a charge of disorderly conduct." In the Columbia River town, The Dalles, *The Chronicle* (Rep.) refers to the same incident, and points out that through it Mr. Stanfield, who is a "dry" in the Senate, "lost the friendship of the drys and the support of State Republican leaders. His later professions of conversion to absolute personal Prohibition appeared to the voters as weak campaign arguments." By his attitude at this time, agrees the *Morning Astorian*, in the famous seaport town at the mouth of the Columbia, "Stanfield neither retained the confidence of the drys nor gained any favor with the wets."

Turning to papers which do not list themselves as Republican, we find the Oregon *Journal* (Ind.) asserting that the World Court issue had nothing to do with the Oregon campaign. The fight against Senator Stanfield was largely personal, declares the Pendleton *East Oregonian* (Ind.). In Baker, the scene of the incident to which the Senator's defeat has been attributed, *The Herald* (Ind.) thus explains what happened:

> "Senator Stanfield was arrested in a restaurant here September 13, last year, on charge of being drunk and disorderly. He denied the accusation and charged a frame-up. The charge was later reduced to resisting an officer. He forfeited bail. Facts were telegraphed to all parts of the country and caused a nationwide sensation. Stanfield's defeat in the Oregon primary was due directly to this episode. The contrast of Stanfield's official dryness and personal wetness created a situation which made his reelection impossible. Sensing the danger of a Republican defeat, forty Oregon newspapers declared against Stanfield and for his strongest opponent, Frederick Steiwer, who was nominated by over 11,000 plurality. Stanfield had other handicaps, but with the vote split among seven opponents, he would easily have been nominated but for this dry issue. A majority of the Oregon voters are dry. Many vote this issue to exclusion of all others, if it is raised. Aside from the Prohibition question, Stanfield occupied a good political position. His committee assignments are valuable to Oregon, and even his foes concede he has done much for the State. The necessity of retiring him is generally regretted, but on him alone rests the blame for his defeat."

The other daily paper in the town made famous by Senator Stanfield, the Baker *Democrat* (Dem.), remarks that the incident referred to "definitely settled his political downfall," and the results show that "Oregon voters are jealous of the moral record of their representatives at Washington." The Portland *News* (Ind.), which supported one of Senator Stanfield's unsuccessful rivals, offers the explanation that—

> "No charges of private misconduct were made against Senator Stanfield in the newspapers of Oregon, but a mouth-to-mouth campaign of groups was waged against him, in which the men were quite as active as the women. In addition, the impression prevailed that Senator Stanfield, at least in the first half of his term of office, devoted more time to his involved private business than his public duties."

Calling attention to Senator Stanfield's defeat "because of one conspicuous instance of his personal disregard of the Prohibition Law," the Eugene *Guard* (Ind.) declares that the "preponderance of sentiment in Oregon is strongly for Prohibition." But for the Baker episode, which alined the Prohibition forces against him, Senator Stanfield would have been renominated, wires the Roseburg *News-Review* (Ind.). But in spite of Steiwer's Anti-Saloon League indorsement, "the issue was not wet or dry," insists the La Grande *Evening Observer* (Ind.) "The fundamentals of the liquor question had not been uppermost in the minds of the people of Oregon during the recent primary," continues this paper in the Northeastern corner of the State, which feels certain that Republican voters simply turned down Mr. Stanfield because they thought he would be a weak candidate. In spite of Senator Stanfield's record as a "go-getter," his priority on committees, and the fact that he had just "reached a position where he could be most useful in 'bringing home the bacon,'" Senator Stanfield is defeated, observes the Salem *Capital Journal* (Ind.), which makes the point that: "this recalling of forceful men just as they become influential is characteristic of Oregon and partially explains why the State has never ranked high in Washington."

In Klamath Falls, down near the California border, *The Evening Herald* regrets that despite Senator Stanfield's "splendid record as a legislator and his ability to serve his State by reason of his committee positions in the Senate, he went down to defeat chiefly because of the ingratitude of the people of Oregon." This paper admits that "an unfortunate incident early in his campaign, when he was a victim of what many believe was a piece of political strategy, played an important part and contributed materially in accomplishing his defeat." The final conclusion of this editor in Southern Oregon is that "Stanfield's defeat is due to the idiosyncrasies of a public mind that is responsible for the direct primary, the initiative and referendum and the recall, a mind that lacks stability and one that belongs to the days of 'Sockless Simpson' and 'People's Party Peffer.'" Another Stanfield supporter, the weekly *Oregon Voter*, is quoted in the Spokane *Spokesman Review* as saying of its candidate shortly before the voting:

> "It is due to him to state that recent reports indicate that he has been behaving circumspectly since the Baker episode, but it is also due to the intelligence of the people who hear these reports to state that as yet they do not credit his revision of behavior to a contrite heart or to real conversion, but ascribe it to his desire to be reelected. The publicity which he has permitted to be sent out in which he has the effrontery to classify himself with Coolidge for law enforcement and picture himself as attending President Coolidge's church, has created disgust in the minds of people who would like to have held that, perhaps, his reform was genuine instead of a parade for campaign purposes."

The Oregon sentiment that the Stanfield defeat has no national significance is shared by a number of Eastern papers, including the Springfield *Republican* (Ind.), Hartford *Times* (Dem.), and Newark *News* (Ind.). "Mr. Coolidge was no more an issue than the man in the moon," we read in a New York *Times* editorial. But the Democratic Brooklyn *Eagle* maintains that "the spirit of rebellion is everywhere, and it was President Coolidge who was defeated rather than his henchman in Oregon, as in Pennsylvania and Illinois. So far this year every primary test has gone against the Administration." Asks the Providence *News* (Dem.): "With McKinley, Pepper, and Stanfield repudiated, where is it to look for comfort?" The defeat of Senator Stanfield of Oregon "is a portent for the Pacific slope," as that of Pepper was for the industrial East, and that of McKinley for the Great Valley, says the New York *World* (Dem.). Noting in addition to the defeat of the three Senators mentioned, the renomination of Senator Watson, "who has opposed the Administration in many of its policies," *The Evening World* (Dem.) makes this editorial observation:

> "All this may have been due to purely local causes having no connection with the policies of the President, but had the Administration Senators in Pennsylvania, Illinois, and Oregon been nominated, and the anti-Administration Senator in Indiana been defeated, the friends of the President would have taken the verdicts as votes of confidence.
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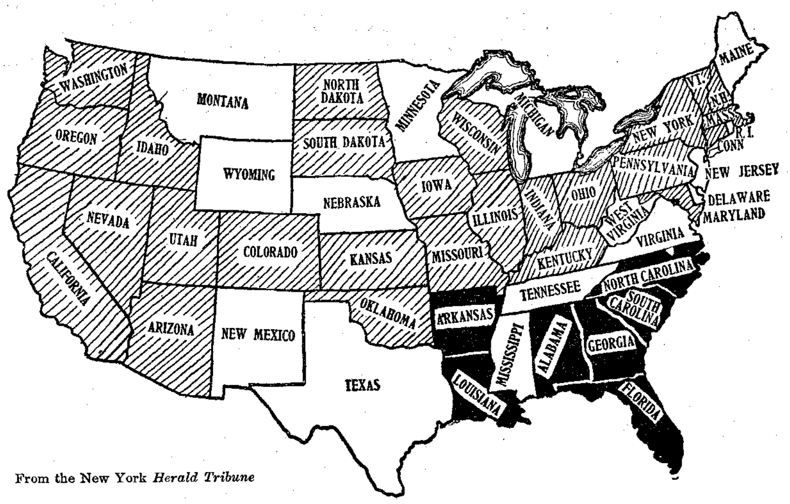
> "These results can not be reconciled with the theory that the President is enormously popular in the country. It is quite possible that he has never been. Too much importance has been attached to the huge majority in 1924. The personalities of nominees played a minor part in that election. It was not the President that made that result inevitable; it was the insufferable stupidity of the convention at Madison Square Garden in spending two weeks at throat-cutting and faction-making."



From the New York *Herald Tribune*

WHERE THE REPUBLICANS MUST HOLD THEIR SENATE MAJORITY

The States in solid black are the ones in which Democratic Senators are running for reelection. As these are in the solid South, no Democratic seats can be lost. Republican Senators are running for reelection in the shaded States, and to hold their present majority in the Senate the Republicans must elect their candidates in every one of these States, several of which are normally doubtful. No Senators are elected this year in States shown in white.

The Stanfield defeat, the Macon *Telegraph* (Dem.) is convinced, "indicates the temper of the West and lends color to the Democratic hope that the Republicans will surrender control of the Senate after the general elections in November." And there is just a touch of pessimism in the remark of one Republican paper, the Buffalo *Express*, that "looking at the results of recent primaries as a whole, one may almost begin to wonder whether the people are again growing tired of prosperity."

Republican irregulars, we read in a Baltimore *Sun* dispatch from Washington, are making no secret of their joy over the news from Oregon. They are said to find in the successive defeats of McKinley, Pepper, and Stanfield, and the victories of Norbeck in South Dakota and Watson in Indiana, "complete justification for their course in opposing the Administration on the World Court, the debt settlements, and other minor matters. In their opinion, others soon will see a light and shape their course to correspond with the lesson they believe the primaries teach." Up to date, we read in a New York *Times* dispatch, "every 'tried and true' Coolidge Senator who has stood for renomination has been repudiated by the voters, and in all instances by impressive pluralities." The writer for *The Times* reminds us that next Monday the Republican voters of Iowa will choose between Senator Cummins and ex-Senator Brookhart:

> "In that State it is a clean-cut pro- and anti-Administration battle. Like Stanfield, Senator Cummins has always stood loyally by the President. If he goes down to defeat, the opposition is certain to interpret it as another rebuke for the Administration."

Other Washington correspondents reflecting on these primary results turn to consider their bearing on the November elections. Mark Sullivan points out in the New York *Herald Tribune* that there will be thirty-two Senatorial elections this year, seven involving Democratic Senators and twenty-five Republican. In the present Senate there are 56 Republicans, 39 Democrats, and 1 Farmer-Laborite. But a number of the Republicans are so very independent that this statistical majority of 15 is really rather precarious. So any cutting down of the Republican representation is a serious matter. The seven States in which Democratic Senators are to be elected are all in the solid South, so the Democrats "are certain to keep all the seats they now have; they can not lose any." Now the question comes: "How many seats will the Democrats gain?" Mr. Sullivan thinks that the Republicans can count on electing Senators from Vermont, Pennsylvania and Illinois, also from Wisconsin and North Dakota, tho the Senators from those States will be Republicans of the La Follette type. "This leaves twenty States that are debatable—some of course much more debatable than others." It seems quite possible to Mr. Sullivan that Democrats may be elected in Kentucky, Massachusetts, and Missouri. If any considerable number of Republicans lose, "it would amount to such a spectacular loss of prestige as to handicap the Republicans seriously in the ensuing Presidential election."

Another veteran political observer, W. W. Jermane of the Seattle *Times*, thinks that the Democrats have a fair chance of success in replacing Republicans from Oklahoma, Missouri, Kentucky, Nevada, Arizona, and Maryland, and a bare chance in Massachusetts. If they carry these States it will increase their Senate representation to 46, or three short of a majority, and the aid of three Progressives would permit the Democrats at any time to block the Administration program.

Finally, we may note the bearings of the Oregon primary on the Prohibition situation. Oregon, says a Kansas City *Star* correspondent at Washington, "just to get the wets back to earth after the 'beer sweep' in Pennsylvania, gave a typical example of what an uphill task the 'antis' have in their drive to change the Volstead Law":

> "Wet candidates got nowhere in Oregon, with the issue attracting little attention, and it might be remarked that Senators from Oregon cast as many votes on Prohibition as Senators from Pennsylvania. What was true in Oregon is apt to be the case in most of the West."

Noting that "the wet Republican candidate for Senatorial nomination, the wet Democratic candidate for gubernatorial nomination, and two wet Republican candidates for Congressional nomination were overwhelmingly defeated in the Oregon primaries," the Chicago *Evening Post* is led to remark that "evidently there is no wet revolt in this Pacific coast State." The New York *World's* Portland correspondent admits that the primary vote showed Oregon to be "much drier politically than it was when the State voted itself bone dry more than a decade ago. Men favoring wet measures were voted down, while all successful candidates had announced themselves in favor of the Prohibition Laws, State and national." The loss of a dry Senatorial candidate in Pennsylvania, says Wayne B. Wheeler of the Anti-Saloon League, "is made up by the gain of one dry candidate in Oregon—Senator Stanfield owes his defeat to his loss of the support of the friends of Prohibition."

DISARMAMENT SNAGS AT GENEVA

WE SHOULD NOT CONFUSE the conference of some twenty nations, including the United States, which began at Geneva on May 18, with an actual conference on disarmament, points out the Duluth *News-Tribune.* "The task of the Preparatory Commission on Disarmament," adds Prof. James T. Shotwell, of Columbia University, in a New York *Times* article, "is simply that of exploring the field to be covered by a conference to be called at a later time." The Commission adjourned on May 26 to an indefinite date to give the technical subcommittees time to study and prepare a report on the mass of questions referred to them. It will reconvene only when these reports are completed. It is considered that the subcommittees will require from two to three months to accomplish their tasks, and it will be only at the next meeting that the Preparatory Commission will start work in earnest.

Many correspondents of American newspapers at the conference agreed in the first few days of the meeting that the differences among the twenty representatives were great, all of the questions under discussion difficult of solution, and some of them apparently insoluble. According to a United Press correspondent at Geneva, these questions are:

> "Whether disarmament should be confined to peace or wartime strength.
>
> "Establishment of a standard for comparing the armaments of countries.
>
> "Whether there are offensive and defensive armaments.
>
> "Principles on which a scale of armaments permissible to each country shall be established.
>
> "Whether any difference exists between military and civil aircraft.
>
> "To what extent regional disarmament can be based on regional security pacts."

"On the answers given to these questions," remarks the Chicago *Daily News*, "will depend the decision as to the wisdom of issuing a call for a conference on the limitation of armaments." That this will not be so simple as the reduction of naval armaments is generally agreed. At the Washington Conference, it is recalled, there were only three Powers whose navies were strong enough to act alone. And these three Powers—Great Britain, Japan, and the United States—could "get together." But land armament, points out the Milwaukee *Journal*, "means all Europe or nothing." And the specter of Russia, with its powerful army and immense natural resources, is given by Roumanian, Polish, Finnish, and other European delegates as a reason for considering the strength of their neighbors in deciding how far they can safely go in discussing land disarmament. Then there is the question which deals with the economic potentialities of nations for making war. To quote the Geneva correspondent of the New York *Times* on this question:

> "If one takes the concrete case of France and England one can see how great are the difficulties of such a discussion. France has the best armed and the largest organized military force in the world. Great Britain has a small organized military force. France has a small fleet, which now is strictly limited by the Washington agreement. England has a large fleet.
>
> "France is less highly organized in the industrial field than England. She has not such potential power for the output of munitions. She has not the sea and fleet to protect her while training men. She is less sure of being able to transport colonial troops to her aid.
>
> "It is therefore natural that France should wish this question of power to be estimated on the basis of all the factors involved, and not solely on the present military strength. She wishes to consider the potential power of every nation, and gage the aid it can give to an attacked member of the League in terms of that potential power, and not in terms of the actual size of her armed forces.
>
> "There are others besides France that take this view, and wish to calculate the strength of the various countries on the triple basis of their army strength, their naval strength, and their industrial strength."

The nations composing the Commission now at Geneva, we are informed by the United Press correspondent there, are the ten Governments now on the League of Nations Council:

> "England, France, Italy, Japan, Belgium, Spain, Sweden, Czechoslovakia, Brazil, and Uruguay; and the following ten who were especially invited because of their paramount interests in disarmament or armaments as the case might be: The United States, Germany, Argentina, Chile, Bulgaria, Finland, Holland, Poland, Roumania, and Serbia.
>
> "Of these latter ten, Finland, Roumania, Poland, Serbia, and Bulgaria were especially invited because of their exposed position relative to Russia."

What are the chances of success at this preliminary conference? What are some of the obstacles that must be overcome? In the opinion of the San Francisco *Chronicle:*

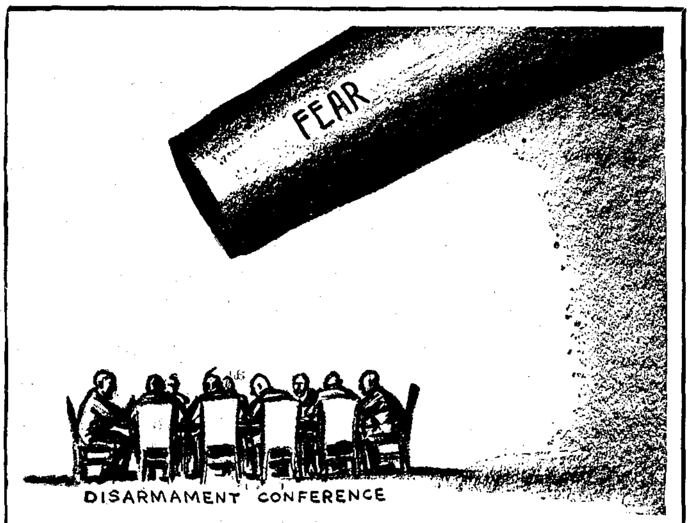
> "There are a host of problems involved and a mass of entangled issues. The present political situation in Europe is in itself a difficulty. Divergent views of the Powers as to whether actual or potential military strength shall be the basis of reduction is another difficulty.
>
> "Security, more than disarmament, is the big idea in the heads of Europe's diplomats. Given security, they argue, disarmament will follow. Disarmament can not precede security. Furthermore, the Powers are wide apart on the scope of the disarmament conference. President Coolidge thinks that land armaments only should be discust, and Britain agrees on this point. But France, Italy, and Japan say that land, air, and sea armaments can not be dissociated. Britain holds that only the actual military strength of a nation should be taken into consideration, while France thinks that the potential war strength of a country, its resources, geographical position, and vulnerability of its frontiers should also be factors."

"Perhaps the most optimistic thing that can be said about this conference," thinks the anti-League New York *Herald Tribune,* "is that it is attended by representatives who have a full appreciation of the difficulties ahead of them." The Pittsburgh *Gazette Times,* in fact, "will be surprized if the preparatory examinations do not result in shelving, for several years, the whole subject of armament reduction." It is clear to the Norfolk *Virginian-Pilot* that "the old suspicions and jealousies are still at work." Furthermore—

> "The disclosure that the security pacts were negotiated on the basis of a secret understanding, together with the new treaty between Russia and Germany, the revolution in Poland, and the refusal of Russia to attend the preliminary conference, tends to darken the disarmament outlook."

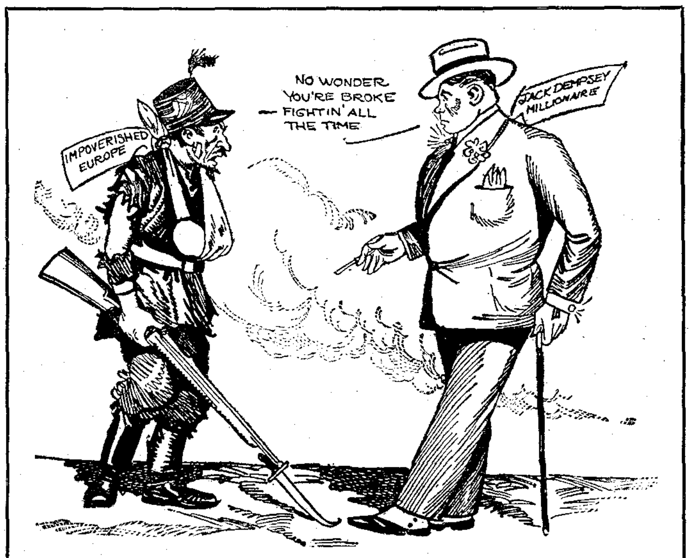
Finally, admits the Newark *News:*

> "The outlook for the success of the Preparatory Commission for the League of Nations disarmament conference is dark because it is going at the problem wrong end first, and for this the United States, which is represented by a large delegation, is just as much to blame as any one.
>
> "The Commission is discussing abstruse questions of potential disarmament. It talks of ships, of armies, and of the potential power of nations to produce the munitions of war. All these factors vary in the different nations, with their different situations and necessities. To calculate the military strength of each country on this triple basis and to find an acceptable formula for disarming in all three directions is admitted to be an almost insoluble problem."



THE BIGGEST GUN TO BE SPIKED

—Fitzpatrick in the St. Louis *Post-Dispatch.*

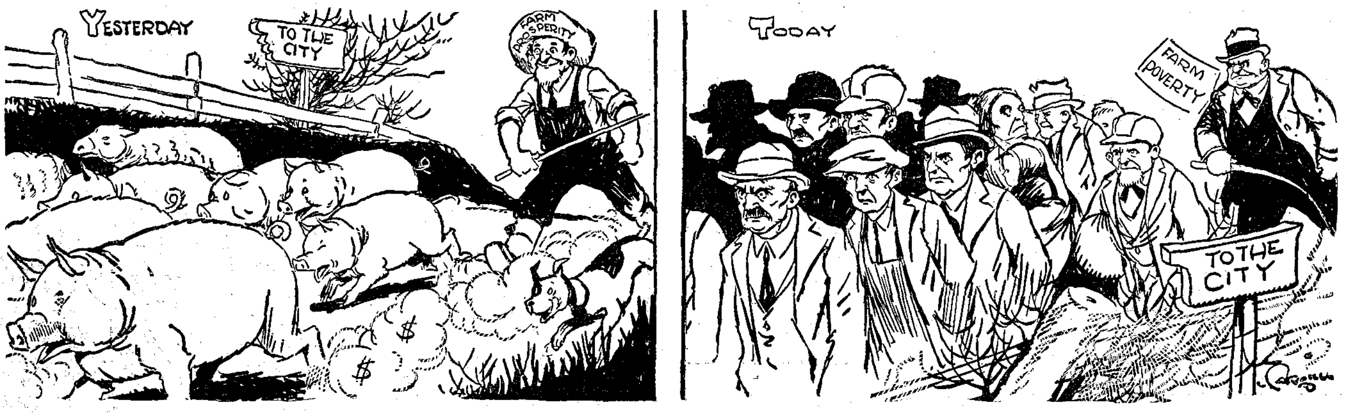


IT DOESN'T PAY

—Thomas in the Detroit *News.*

But the obstacles encountered at Geneva, believes the Springfield *Republican,* "may appear less discouraging if emphasis is put on the fact that this is merely a preliminary meeting." "The Commission has no easy task ahead of it," admits the Utica *Press,* "but it should not allow obstacles to prevent it from taking action." "There must always be a beginning," points out *The Christian Science Monitor.* The New York *World,* quoting a Geneva news dispatch disparaging to the prospects of the Commission's program, declares that—

> "This is like saying: 'The prospects of constructing the tallest building in the world, if judged by the work done yesterday at the ceremonies for breaking the ground, are very slight. The contractor disappointed all the spectators. Instead of building up into the air as they expected him to, he started to dig a deep hole in the ground.' The prospects at Geneva are just about as discouraging as that.
>
> "The task of the Preparatory Commission is to discuss and to seek to come to an agreement on a series of questions relating to possible disarmament prepared by a special commission of the League Council last December. This task, while preliminary to a real conference on armaments, is as important as the real conference itself. For the success of an attempt to obtain an agreement among many nations in the matter of offensive and defensive strength depends very largely upon finding matters upon which they may be able to agree.
>
> "Thus the Preparatory Commission will not seek to suggest to France that its 1,542 Army airplanes be reduced to 1,400, or to suggest to Italy that a fleet of forty-one submarines is three or five or seventeen too many. Rather the Commission will confine itself to broader discussions of a great variety of elements 'upon which the power of a country in time of war depends.' These elements include everything from number of men and number of ships and number of airplanes to the manufacturing capacity of each nation.
>
> "The Preparatory Commission can make or break the formal conference which is scheduled to follow. For there will be no formal conference unless the Preparatory Commission succeeds in finding questions which will tend to unite the Powers, in tabling questions which will tend to disunite them, in feeling out in advance the special point of view and chief bugbear of each nation, and in creating a favorable atmosphere for disarmament.
>
> "It is an ambitious task upon which the Commission has embarked, and a satisfaction to know that American delegates will shoulder their share of the Commission's problems."


YESTERDAY
TO THE CITY
FARM PROSPERITY
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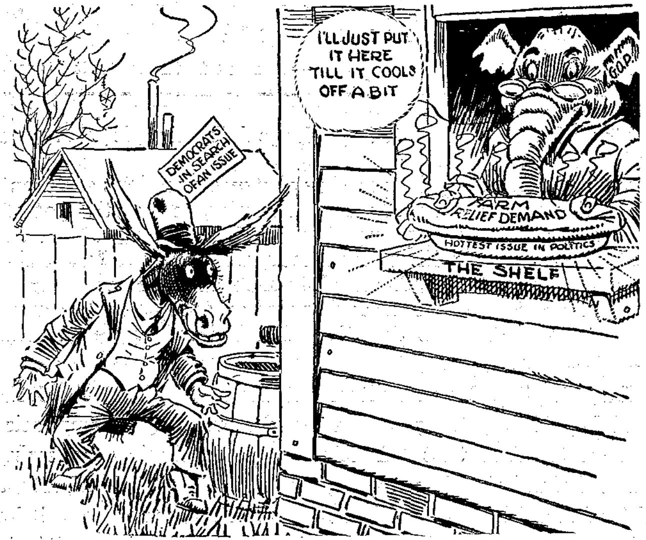
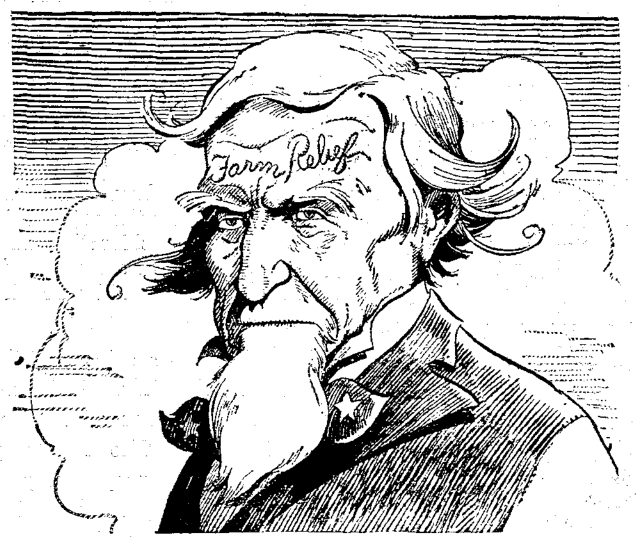
$
TODAY
FARM POVERTY
TO THE CITY

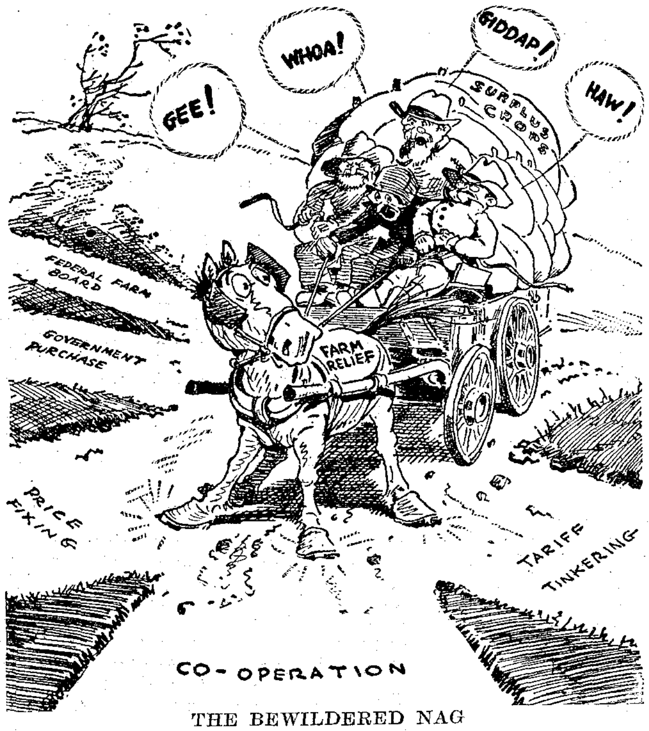
THE MARCH OF CIVILIZATION —Cargill for the Central Press Association.


I'LL JUST PUT IT HERE TILL IT COOLS OFF A BIT
G.O.P.
FARM RELIEF DEMAND
HOTTEST ISSUE IN POLITICS
THE SHELF
DEMOCRATS IN SEARCH OF AN ISSUE

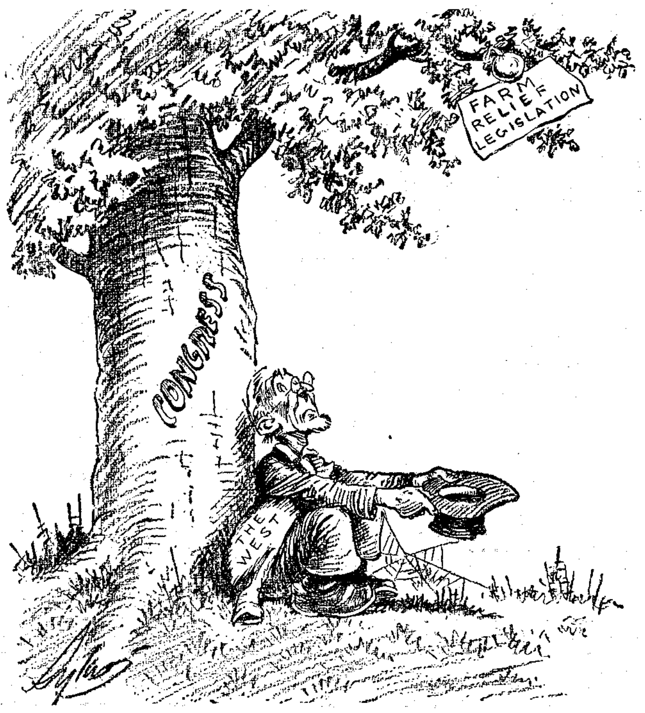
CAREFUL, MADAM!
There's a hungry gentleman abroad!
—Cargill for the Central Press Association.


Farm Relief

LINES OF WORRY
—Talburt in the Washington *News*.


GEE!
WHOA!
GIDDAP!
HAW!
SURPLUS CROPS
FEDERAL FARM BOARD
GOVERNMENT PURCHASE
FARM RELIEF
PRICE FIXING
TARIFF TINKERING
CO-OPERATION

THE BEWILDERED NAG
—Chapin in the Detroit *News*.


FARM RELIEF LEGISLATION
CONGRESS
THE WEST

SLOW WORK
—Sykes in the New York *Evening Post*.

HOW THE FARM RELIEF SNARL LOOKS TO THE CARTOONISTS

A "CULTURAL WAGE" FOR LABOR

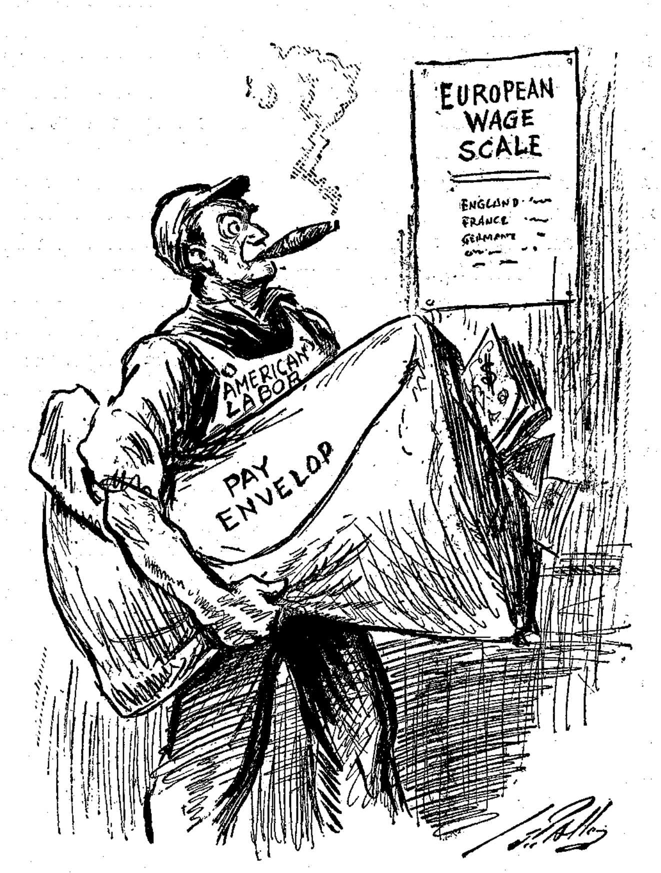
FIRST A "LIVING WAGE" was demanded by labor, then a "saving wage," so that the worker not only could support himself and family in the face of increasing living costs, but could also lay aside something for old age. And now comes forward one of our great captains of industry, declaring that industry in this country is moving toward the "cultural wage" basis, so that every worker will be in a position not only to make a living, but also to take advantage of the cultural opportunities of the age. These remarks of Mr. Owen D. Young appear at a time when there is much discussion of wage levels on the part of both capitalists and labor leaders. President William Green of the American Federation of Labor says in Atlantic City that "the earning power of the worker must keep pace with the increasing power of production." Julius Barnes, former President of the United States Chamber of Commerce, recently remarked in Washington that labor has given up in this country the "living wage" idea and accepted the theory that compensation should depend on the production results of labor. This discussion brings from the Atlanta *Journal* the observation that "nothing else is so costly to a nation as 'pauper' labor." And the Pittsburgh *Gazette Times*, in one of America's greatest industrial centers, recognizing the aspirations of organized workers, their longing for spiritual and cultural comforts for themselves and their families, thinks they ought to concede that capital "has met labor more than half-way and has borne a full part in providing the means by which labor has advanced to a higher plane of satisfaction and contentment here than anywhere else in the world."

Mr. Owen D. Young made his contribution to the wage discussion in an address before the National Industrial Conference Board. He first express the view that "industry should be profitable." He knows of no way in which concerns can make profits "unless they render service, and, conversely, if they do not make profits they can not render service." Then turning to the subject of wages, Mr. Young said:

> "Industry in this country is making progress toward the objective which I think should be sought. I believe we are making progress in the direction, not only of a living wage, but of a cultural wage, that which will enable the men to develop to such a point that they may take advantage of all the great opportunities which are offered to the citizens of the United States. When that time comes, then all men will be free and equal. The great objective of a free government and of a high industrial order is to establish equality of opportunity for all men."

How far Mr. Young's conception of a cultural wage has progressed in our industrial system, the Boston *Christian Science Monitor* admits that it doesn't know; "but it does exist, and employers more and more seem to be striving in that direction." "The living wage won, American industry sets out to obtain a new objective—the cultural wage." Thus speaks the Syracuse *Herald*, which praises Mr. Young's vision and foresight—"hitching the nation's industrial wagon to a star, Cultural Wage, is service that is not yet measurable." An interesting discussion of the evolution in wage standards indicated by Mr. Young appears in a New York *World* editorial:

> "It is a far cry from the 'iron law of wages' accepted by economists of the nineteenth century to the recent prediction of a 'cultural wage' by an American captain of industry. Upholders of the 'iron law' maintained that wages in the long run would tend to equal the bare means of subsistence. If they remained above this level for any appreciable period, the supply of workers would increase and depress wages to that level, whereas if they fell below the minimum, the supply of workers would naturally decrease and wages would rise again.
>
> "That law seemed to fit the conditions of the time when it was originated, but with subsequent industrial progress its fallacy became so evident that it was discarded by its own author, John Stuart Mill. In more recent years the 'living wage' has been set forth as the great industrial desideratum, but this has proved a rather flexible concept. Secretary Davis started a controversy a short time ago by declaring that a living wage should also be a 'saving wage'; that it should not only enable the worker to live according to a certain standard, but should enable him to lay by something for the rainy day.
>
> "By a cultural wage, Mr. Young means sufficient remuneration to enable workers to attain a degree of intellectual development which will make it possible for them to take advantage of whatever opportunity is offered them. That sort of wage, when and if it comes, will insure equal opportunities to all men, something which has existed heretofore only as a theory and an ideal. Obviously, the country has still far to go before reaching this happy state; but Mr. Young's roseate prediction is significant for the same reason that the gloomy 'iron law' was significant. Both reflect the industrial conditions and prospects of their time, and they show that we have already moved a considerable distance in the direction Mr. Young says we are going."



THAT PROSPEROUS FEELING

—Alley in the Memphis *Commercial Appeal.*

Labor's insistence upon a share in the increased productivity of modern industry was exprest by President William Green, the very day after Mr. Young spoke, at the Atlantic City Convention of the National Electric Light Association. These two sentences quoted by the New York *World* are characteristic:

> "The American Federation of Labor holds that the earning power of the worker must keep pace with increasing power of production.
>
> "Life has been made more tolerable and living conditions have been improved for the workers by electrical machinery, and the working man now more than ever is able to enjoy the blessings and benefits of modern life."

A slightly skeptical note, however, is sounded by the New York *Journal of Commerce*, which says:

> "When spokesmen for labor demand for it a due portion of the rewards that go with greater productivity, they frequently conceal a desire to claim for labor the whole of the increase, forgetting that it is labor in conjunction with more efficient capital equipment that has produced the better results. If all the gains of industrial progress were assigned to workers in the form of higher wages, the surplus available for capital investment would cease to grow and consequently standards of industrial efficiency could not be continuously advanced as they have been."

A CITY MANAGER VICTIM OF POLITICS

THE LIFTING OF A CITY MANAGER'S SCALP, to judge by the numerous editorials which discuss the recent resignation of Knoxville's administrator, is "news," whereas a mere resignation may occasion neither comment nor alarm. But the reason given by Mr. Louis Brownlow, former member of the District of Columbia Commission and Knoxville's city manager for the past two and a half years, for quitting his post, "has elements in it that will direct attention to ugly conditions that too often exist in American cities," declares the Birmingham *Age-Herald*. While this action of Mr. Brownlow may not be a serious blow to the city manager form of government, the Nashville *Tennessean* believes that "the people are not yet educated to take a non-political view of city government."

Several members of the City Council of the Tennessee city, according to *The Sentinel*, agree with the Mayor that Mr. Brownlow made a success of government in Knoxville, and that he possesses the essential qualities of a municipal executive to a high degree. The fact remains, nevertheless, that he has resigned and that his resignation has been accepted. In his letter to the Council, the city manager said, in part:

> "It would be less than candid were I not to set down briefly the three reasons that have determined my action. The first is that my physical condition, altho not such as to compel me to stop work immediately, is such that my physician earnestly advises a rest of several months. . . .
>
> "The second reason is that I find myself expected not only to attend to my duties as the chief administrative officer of the city in carrying out the policies of the Council, but also to act as the official target for every sort of political pot-shot. The busy agents of political prejudice work night and day to undermine the foundations of the organization which exists, not for political purposes, but to do the work of the municipality. This makes my task much more difficult, and needlessly so.
>
> "The third reason is that those who desire to obtain control of the city government for selfish ends, those who would destroy the present system of honest and efficient administration, and substitute therefor a system which can only result in inefficiency and waste, if not in dishonesty and corruption, naturally have had to mask their purposes. They have attempted to persuade the public that their purpose is to get rid of me. If I eliminate myself, then, at least, these agents of deceit will be put to the inconvenience of finding a new mask."

In a Knoxville dispatch to the Washington *News*, Edward J. Meeman, staff correspondent of the Scripps-Howard chain of newspapers, tells us that—

> "Knoxville three years ago threw out of power a rotten political government. Brownlow came to Knoxville from Petersburg, Virginia, as the first manager, at a salary of $15,000 a year. He laid down conditions that he was to have an absolutely free hand. This he has always had. The Council has never interfered in administrative affairs, and has always backed up Brownlow. As the five directors of departments, Brownlow appointed three Knoxville men and two Virginia men. Other high-grade experts from out of town were appointed.
>
> "After the wave of religious enthusiasm for good government had subsided, the old prejudice against 'foreigners' arose. That prejudice was considerable, as many people in the community were in the habit of calling a person who came from across the State line a 'foreigner.' It was a prejudice that the starving politicians, barred from the public trough, could use and did use.
>
> "Brownlow is as idealistic and conscientious as he is able. He would be satisfied with nothing but a perfect government. He gave the people everything they should have. The tax rates went up. But not because of competent men at high salaries. They went up because Brownlow began to pay interest on the immense debt which past political administrations had contracted when they borrowed money to pay running expenses, rather than levy a sufficiently high tax. For all its soundness and perfection, however, the cost of government to the people of Knoxville under Brownlow was lower than in the average American city of its size.
>
> "The majority of the people of Knoxville undoubtedly are behind the city manager government. Repeated elections have shown this. And the Brownlow councilmen are still in the majority. It appears that the city manager government has sufficient support to continue here. But Brownlow, who is as sensitive as he is scrupulous, could not endure the daily flood of lies and taunts which emanated from the disgruntled."

Two Knoxville papers, *The Journal* and *The Sentinel*, agree that Mr. Brownlow's place will be hard to fill, and the Richmond *Times-Dispatch* suggests that the Chamber of Commerce engage him as its permanent executive manager. So, while he is out, Mr. Brownlow can not be said to be down. In the opinion of the Virginia daily:

> "Mr. Brownlow's relinquishment of his post at Knoxville can not be justly held a failure of the city manager form of government. The petty politicians of Knoxville—that element which places self above city and is always qualified to enforce the will of an active minority over a somnolent majority at the polls—are jubilant. They were frankly out to 'get' the city manager. His political enemies failed or refused to take into account what he had done for Knoxville in putting it on a business basis and making it a going concern. They knew only that he refused to play their sorry political game. At the next election it is more than likely that his enemies would have 'got' him. And so Louis Brownlow quit. It was not quitting under fire; it was quitting because the politicians obstructed or blocked his every constructive move and made his life in Knoxville not worth while.
>
> "Political conditions in Knoxville perhaps are not altogether exceptional. Indeed, few American cities have escaped the blight laid upon them by an active minority which works its will upon a potential majority too careless to qualify for the vote and go to the polls."

But it is right here, say the opponents of city government, that the weakness of this sort of régime crops out. In Omaha, according to *The World-Herald*, where the commission plan of government was adopted:

> "The people are less closely in contact with their Government, and fail to show the same lively and intelligent interest that was manifested when each ward elected its own councilman and every council meeting was in the nature of a town meeting. The same thing is true in State and nation."

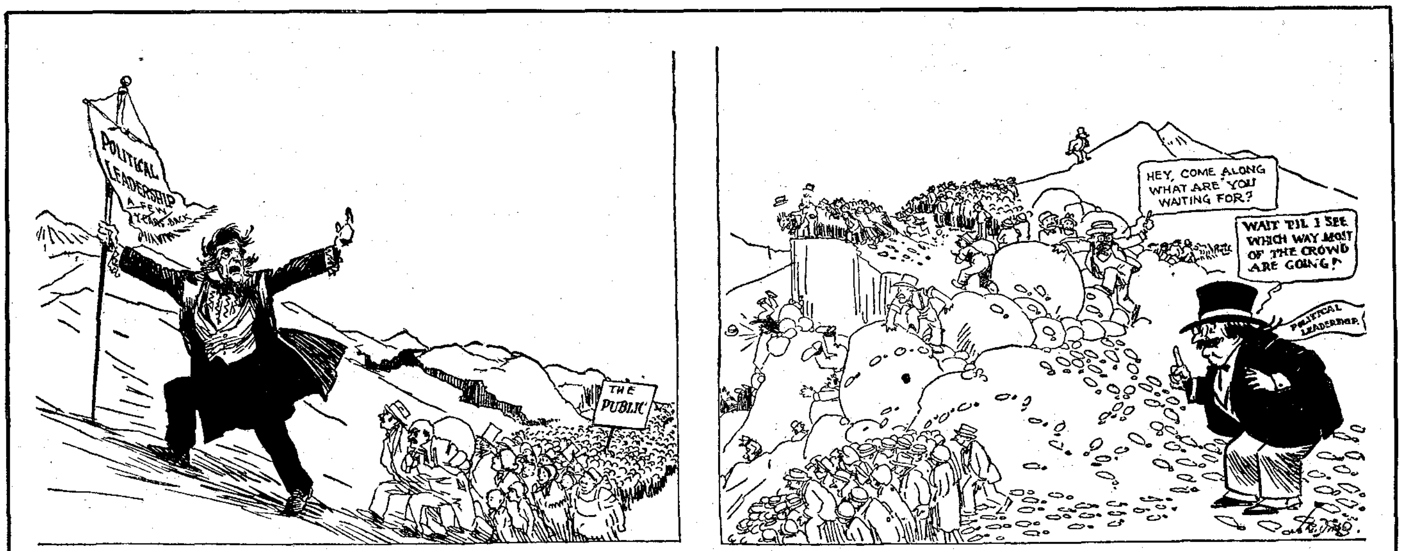
In another Tennessee city we find the Nashville *Tennessean* saying:

> "No matter how successfully the affairs of the city may have been administered, it is evident that the people of the average American city—and Knoxville is typical of them all—are not yet educated to take a non-political view of city government. Much as we talk about the municipality being a great business enterprise, with the citizens as shareholders and the officials as directors and executives, very few of us in practise really have any such an ideal conception of local government. We view it always from the political angle.
>
> "If this were not the case there would have been no cry of 'foreigner' raised against Mr. Brownlow; there would have been no demagogic appeal based on his use of a cane. No stockholder in any great corporation cares a rap whether the executive hails from Kalamazoo or Timbuctoo, nor objects to his use of both spats and a cane; even a silk hat would be tolerated. But place of birth and of residence, personal eccentricities, and qualities of 'mixing' are, and perhaps will be for a long time, controlling factors in selecting those who administer the affairs of our municipal governments. The day when municipal affairs will be administered solely as business matters, wholly without political considerations, is yet a long way off in America."

Another Southern paper, the Birmingham *Age-Herald*, declares, on the other hand, that—

> "When the American people fully realize what unwise and unscientific municipal governments is costing them, they may get rid of these conditions. But, in view of such comments as Mr. Brownlow makes on conditions in Knoxville, we do not seem to be very close to this needed reform.
>
> "However, it will come, for there is everywhere a demand for cleaner politics, not only in the nation and in the States, but in all the minor political divisions of the American political system, which includes our towns and cities. Better government at less cost is a pressing American demand, and the American people have about made up their minds to have government of this character. When they completely make up their minds to have it, they will have it."

Springfield, Missouri


POLITICAL LEADERSHIP A FEW YEARS BACK
THE PUBLIC
HEY, COME ALONG WHAT ARE YOU WAITING FOR?
WAIT TIL I SEE WHICH WAY MOST OF THE CROWD ARE GOING!
POLITICAL LEADERSHIP

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HAS THERE BEEN A DECIDED CHANGE? OR ARE WE JUST OLDER AND MORE PESSIMISTIC?

—Darling in the New York *Herald Tribune.*

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

Only surviving food merger seems to be hash.—*Wall Street Journal.*

The next thing for Britain to do is to get out of the dole-drums. —*Omaha Bee.*

The more crime nets our police put out the less crime nets.—*Wall Street Journal.*

The modern home is supplied with everything except the family.—*Buffalo Post.*

The Texas family averages 4.9 persons, and Papa knows who that nine-tenths is.—*Dallas News.*

The average man's life is now divided between worry over two tubes, radio and inner.—*New York American.*

When you take his arms away from him, you don't leave a Chinese president a leg to stand on.—*Manila Bulletin.*

Professor Hrdlicka is going on a scientific search expedition in Alaska. Here's hoping he finds his missing vowel.—*Boston Transcript.*

The English can't seem to acquire the snappy American method of settling an annual coal problem year after year.—*Brooklyn Eagle.*

What a candidate for most anything General Pilsudski would make in Pennsylvania, if there is anything in the name!—*Columbus Dispatch.*

The two classes that don't know just what the people want are: (1) the people's representatives, and (2) the people.—*Publishers Syndicate.*

Poland's constitution has not been violated by the revolution, Warsaw claims. Poland is to be congratulated on her strong constitution.—*Chicago News.*

"Turks May Adopt Latin"—headline. At least that would be less troublesome than some of their past attempts to adopt the Greek.—*Norfolk Virginian-Pilot.*

Polar flights, the overthrow of Poland's Government, and the British crisis made our Marbles Championship contest seem almost unimportant this year.—*Brooklyn Eagle.*

A specialist is one who has his patients trained to become ill only in his office hours. A general practitioner is likely to be called off the golf course at any time.—*Kansas City Star.*

The Japanese who was known as "The Potato King" and who recently died in California, leaving an estate of $2,000,000, demonstrated that the Rising Sun can show a thing or two to the Native Son.—*Manila Tribune.*

Dress runs to latitude rather than longitude.—*Wall Street Journal.*

Warsaw is reported quiet with enough pall-bearers to go round.—*Dallas News.*

Old John Barleycorn may be down, but he is never out of politics.—*Washington Star.*

What this country needs is not more judges but more judgment.—*Winston-Salem Journal.*

Also, let it be set down that Amundsen discovered the town of Teller, Alaska.—*Buffalo Express.*

Congress may end the discussion by passing a bill in favor of nice growing weather for the farmers.—*Toledo Blade.*

America is the only country righteous enough to hire agents to keep it righteous in spite of all it can do.—*Washington Post.*

You can't blame Moses for leading his people out of a country that wouldn't accept a gift of ten million dollars.—*Fresno Republican.*

One gathers from the President's Williamsburg address that the nation is in danger of being over-Capitolized.—*Norfolk Virginian-Pilot.*

British pound sterling is back at par. This makes the arithmetic answers to the pound-and-shilling problems come out right again.—*Dallas News.*

Frenchman advocates love-making under government control. It always has been under the two-party system.—*New York American.*

Not a few agrarian leaders demand that the Government carry the farm burdens in order that they may carry the farm districts. —*Norfolk Virginian-Pilot.*

From the way the girls make-up for every occasion now, it is easy to see that they believe sincerely that all the world's a stage.—*Columbus Dispatch.*

It is said that Pilsudski would be more popular as king of Poland than dictator. It may be so—a king usually has his hands tied.—*Pittsburgh Chronicle Telegraph.*

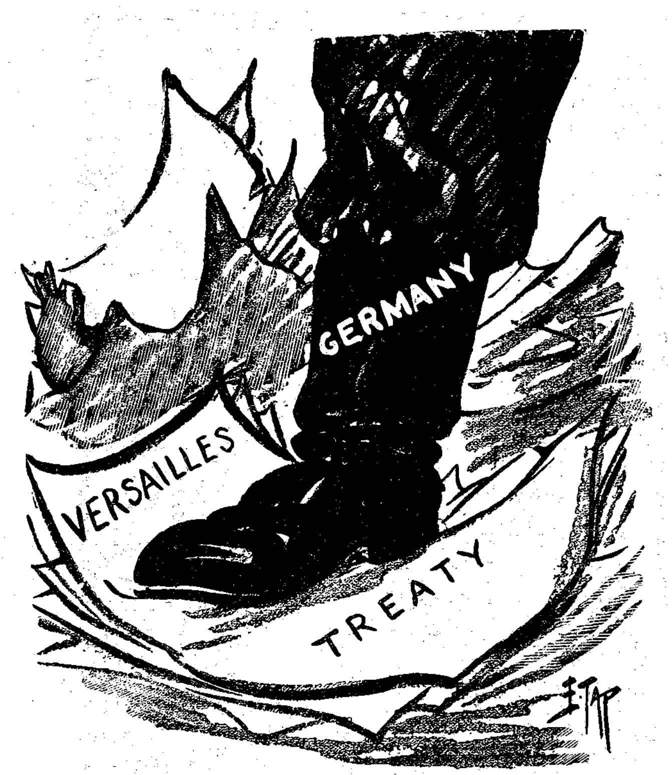
It is quite possible that Dempsey and Wills will meet on the same date the average golfer actually plays what he considers his normal game.—*New York Herald Tribune.*

"One of these days," observes an exchange, "America will control the rubber supply." And suppose it does? Will it be any more comforting to reflect that the sand-bagging is an inside job?—*Philadelphia Inquirer.*

FOREIGN - COMMENT

RUSSIA AND GERMANY HAND IN HAND

A NEW CHAPTER in international relations in Europe is said to be begun by the Russo-German Treaty, which some foreign editors consider as important as the Locarno pact. More sensational is the statement of certain writers that it is questionable whether this treaty does not to a certain extent nullify the Locarno Treaty; and in any event, we are told, it brings up the grave question whether Germany is more favorably disposed toward the Allies or toward Soviet Russia, whether her face is set toward the west or toward the east. In the view of the London *New Statesman*, the Russo-German Treaty is wholly compatible, "in the letter at any rate," with the obligations which Germany proposes to assume when she becomes a member of the League of Nations. But, this weekly observes—



A FRENCH IDEA

What Germany would like to do to the Versailles Treaty.
—*La Victoire* (Paris).

"This being obvious, its adverse critics are now confining themselves to comments upon the spirit which underlies its words. And therein they are wise, partly because their suggestions can not be refuted by reference to any document, but still more because of the undoubted fact that the Russo-German rapprochement, tho it casts no doubt upon Germany's loyalty to the ideals and purposes either of Locarno or of Geneva, certainly does threaten to thwart some of the apparent purposes of certain extra-League agreements which have been made between Poland and France and the members of the Little Entente. The Russo-German challenge, tho it is not a challenge to the authority of the League, and still less to the 'Spirit of Locarno,' is a perfectly real one. It is not therefore altogether without reason that the Chancelleries of Warsaw and Prague and Bucharest should be agog with excitement. The hollowness of the petty defensive edifices which they have so busily been rearing is revealed at the first sign of a peaceful understanding between Germany and Russia. They would have been wiser to put their whole faith in the League of Nations; for if it can not protect them, they will certainly never be able to protect themselves."

But the irony of the situation, *The New Statesman* goes on to say, lies in the fact that the immediate result of the Russo-German agreement has been a movement not to strengthen the League but to exclude Germany from it. Some of the most influential French political journalists, we are told, have been arguing that the new treaty has changed the whole situation, and that Germany ought not now to be permitted to have a seat on the Council of the League. As this weekly sees it—

"Unless this movement is crusht in the bud—as it might be if we had in England a Government which knew its own mind and was capable of expressing it in clear and forcible terms—it seems almost certain to lead at the September meeting of the League to the exercise of another 'veto.' Germany will then, of course, withdraw her application for membership and the League will be virtually dead. For it will no longer have behind it the faith or support of British public opinion; Fascist Italy cares nothing for it; and so it will become no more than an organization of France and her satellites, having no clear purposes save to maintain the eternal sanctity of the Treaty of Versailles and to preserve the territorial aggrandizements of Poland and Roumania. And for such purposes, lacking British (not to mention American) support, it would be but a broken reed. We do not expect very much sense from Bucharest or Warsaw, but surely the politicians and publicists of Paris might think again before they commit themselves to so disastrous a course."

As a specimen of French opinion, we have the remark of Jules Sauerwein, foreign editor of the Paris *Matin*, who says that no one can prevent Germany from following her own policy, but he adds:

"One may prevent her from carrying on a double policy and the speech of Mussolini urging the reenforcement of the old entente of the Allies is a very natural response to the Russo-German agreement. If Germany were to bring both Russia and Turkey into the League of Nations it would be a great achievement. It would be a proof that she sincerely desires peace. There was a vague speculation about this in the rather chimerical conversations at Geneva last March, but I defy any one to find a single line in the Russo-German Treaty from which such an eventuality may be predicated. The contrary, rather, is true."

It is recalled by the Paris *Action Francaise* that altho the peace treaties of 1919 were of necessity signed by Germany, they have never been signed or recognized by Russia. The Russo-German Treaty, this daily avers, joins together two Powers that have no reason to respect the status created at Versailles, St. Germain, and in other places. What is more, "they have not joined together in order to respect this status." It is further asserted that "it will be absurd" ever to lose sight of the fact that Germany is bent on a revision of the treaties made after the war. In the Manchester *Guardian* we read that the preamble to the Russo-German Treaty states that the German Government and the Government of the Union of Soviet Socialist Republics have come to an agreement, guided by the wish to contribute to the general peace and to strengthen the friendly relations existing between them, by means of a special treaty. This newspaper gives the text of the Treaty as follows:

"Article I.

"The Treaty of Rapallo remains the basis of the relations between Germany and the U. S. S. R. The German Government and the Government of the U. S. S. R. will remain in friendly contact with each other so as to bring about an understanding in all political and economic questions touching both countries in common.

"Article II.

"Should one of the contracting parties in spite of peaceful conduct (*friedlichen Verhaltens*) be attacked by a third Power or by several third Powers the other contracting party will observe neutrality throughout the whole duration of the conflict.

"Article III.

"If as a result of a conflict of the kind mentioned in Article II., or at a time when neither of the contracting parties is involved in warlike measures, there should be concluded a coalition between third Powers for the purpose of proclaiming a financial or economic boycott against one of the contracting parties, then the other contracting party will not join such a coalition.

"Article IV.

"This treaty shall be ratified and the ratifications shall be exchanged in Berlin. The treaty comes into force with the exchange of ratifications and is valid for a period of five years. The two contracting parties will come to an understanding with regard to the further character of their political relations in good time before the lapse of this period."

We read further in *The Guardian* that the treaty is signed by Germany's Foreign Minister Dr. Stresemann, and Mr. Krestinsky, the Soviet Russian Ambassador at Berlin. The treaty was accompanied by two letters and we are advised that—

"One, addrest by Dr. Stresemann, emphasizes the fact that both Governments have acted with a desire to preserve general peace, and gives the assurance that Germany's admission to the League of Nations can not be an obstacle to friendly relations between the two countries. 'The League,' writes Dr. Stresemann, 'is, according to its fundamental idea, meant for the peaceful and just settlement of international differences. The German Government is determined to do all in its power to cooperate in carrying out this idea. On the other hand, should there (and Germany does not assume that such will be the case) come to the fore any efforts within the framework of the League of Nations directed unilaterally against the U. S. S. R. and in contradiction with that fundamental peaceful idea, then Germany would oppose such efforts with all emphasis.'

"Dr. Stresemann also points out that the attitude of the German Government toward the U. S. S. R. can not be impaired by Germany's obligations under Articles 16 and 17 of the Covenant once she has become a member of the League. 'According to these articles sanctions could only be applied to the U. S. S. R. if the latter were to begin a war of aggression against a third State.' The question whether the U. S. S. R. is the aggressor in an armed conflict with a third State can, according to Dr. Stresemann's letter, be decided only with Germany's consent in so far as she herself is to be committed by it. Should other Powers accuse the U. S. S. R., and should Germany consider the accusation unjustified, then Germany will not consider herself obliged to participate in any measures under Article 16.

"As to the extent to which Germany could participate in any measure under Article 16 against Russia, Dr. Stresemann refers to the relevant clauses in the Locarno agreements. Finally, he says that both Governments consider it desirable that an arbitration treaty should be concluded between them.

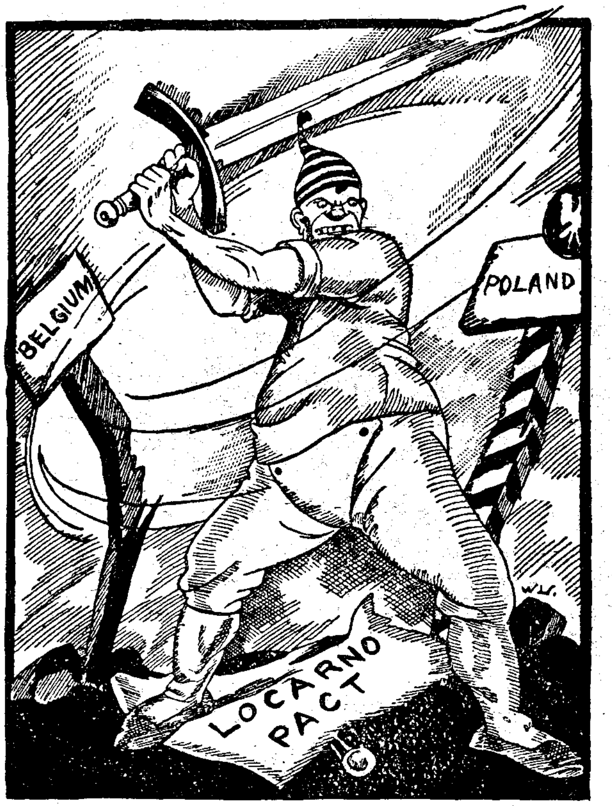
"Replying to this note, Mr. Krestinski, the Ambassador of the U. S. S. R. in Berlin, reemphasizes the fact that both Governments have proceeded from a desire to preserve general peace. The Government of the U. S. S. R., he declares, takes cognizance of the German Foreign Minister's statements with regard to Germany's admission to the League. He also proposes an arbitration treaty between the two countries."

Among the Russian press we find the Moscow *Isviestia*, official organ of the Soviet Government, saying that the Russo-German Treaty, like the recent Russo-Turkish Treaty, is a victory of which the Soviet Republics may be proud, and it adds:

"Our example must find response among all who sincerely desire peace for humanity, which was exhausted in the bloodshed of the recent war. In truth the treaty was inspired solely by the purpose of securing peace. What cause except the cause of peace can be promoted by the mutual engagement of two contracting parties to abstain from aggressive acts against each other? What cause, except the cause of peace, can be served by their mutual promise not to participate in any alliances directed against one of them?"

At a meeting of the Central Executive Committee of the Soviet Union Mr. Litvinov, substitute for the People's Commissary for Foreign Affairs, delivered a speech about the treaty which is reported in the *Isviestia* and reads in part as follows:

"I do not know whether Germany now has many friends among the peoples of Europe. After Locarno and Geneva I do not know whether she considers her relations with the other European States sufficiently peaceful and enduring, and whether she deems herself safe from danger. That is Germany's affair. As to the Soviet Union, its situation must still be considered perilous, and the enmity of the western non-Soviet world toward it must be kept in mind, in spite of the fact that Soviet relations with some of the European States have improved, and that many of them have recognized the Union *de jure*. Under such circumstances, the possibility of an attack on the Soviet Union by some individual State, or by a coalition of States, can not be considered as impossible. So the purpose of Soviet diplomacy is to combat the menace of the possible formation of anti-Soviet alliances and of aggression against the Union. This policy naturally contributes to the general cause of peace."



A POLISH JIBE

GERMANY: "This Guarantee Pact will be just one more scrap of paper in case it stands in my way."

—*Mucha* (Warsaw).

Mr. Litvinov said further that the question whether the Russo-German Treaty can be reconciled with the "so-called spirit of Locarno," can be answered only according to the "real political aims underlying the Treaty of Locarno," and he added:

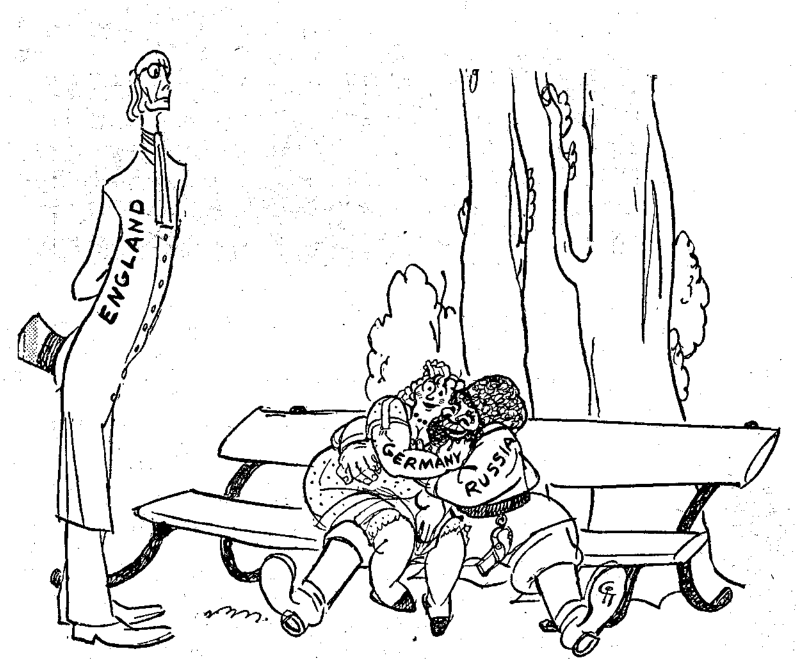
"If the Locarno Treaty were really an instrument of peace, as its authors are trying to convince us, and if its purpose were really to secure peaceful relations among the peoples of Europe, all the friends of the Locarno Treaty should acclaim the Russo-German Treaty warmly, because it is a new step toward strengthening the friendly bonds uniting two great peoples. But, if the purpose of the Locarno Treaty is to bring about a united anti-Soviet front and the isolation of the Soviet Union, as we have always supposed, it must be admitted that the Russo-German Treaty can not be reconciled with the spirit of Locarno."

An anti-Bolshevik Russian paper, published in Paris, *Posliednia Novosti*, believes that on the whole the significance of the Russo-German Treaty is exaggerated and it says:

"The idea of a campaign against the Soviet Union being carried on through the League of Nations exists solely in the imagination of the Bolsheviks. Yet from the view-point of Russia's interests, it is important to note that Germany has undertaken to refrain from participation in any attack on Russia. Such an attack is a purely academic menace. But apparently the Soviet leaders understand that Russia does not enjoy even that insufficient guarantee against possible aggression, which is shared by all members of the League. But it must be understood that this humiliating situation of Russia will continue as long as it is governed by the Soviet régime."

Among the German press we find the Conservative Berlin *Localanzeiger* saying that if it were necessary to choose, "Germany would side rather with the west than with the east" and that is why it thinks the Treaty can not be entirely satisfactory to Russia, "yet it proves that in spite of Locarno, Germany preserves her freedom of action." Says the *Hamburger Nachrichten:*

"The more written about the Russo-German negotiations, the more troubled became the nerves of the European Powers. At London at first it was pretended that no one was astonished or perturbed by these negotiations because the German Government assured the European diplomats that it would not contravene the Treaty of Locarno either in spirit or letter. But later Britain became troubled to a certain extent, and this is perfectly natural, because the spirit of Locarno means to the British quite a different thing from what it means to the Germans. Through the Treaty of Locarno, England wished to tear Germany away from Russia and absorb Germany into the western concert of Powers so as to isolate Russia. Therefore it is not to be wondered at that London is dissatisfied with the chief actors at Geneva, who, as England seems to think, have voided the results of Locarno, and have slammed the door of the League in the face of Germany, thus driving her into the arms of Soviet Russia.



DUTCH SARCASM

ENGLAND: "I never expected this from you, Germany, who are almost engaged to Mr. League of Nations."

—*De Notenkraker* (Amsterdam).

"The British and French should know very well that the importance of the Russo-German Treaty will increase according as their attitude toward Germany changes. The effect of this Treaty will depend on the fulfilment or the non-fulfilment of the promises made by the British and French at Locarno."

The Social-Democratic *Vorwaerts* avers that the purpose of Locarno was to secure peace and not to isolate the Bolshevik state as the Bolsheviks assert. Therefore, Locarno did not constrain Germany to abandon the policy of Rapallo, which is the policy of friendship toward Russia, and this newspaper adds that if Briand and Chamberlain had tried to force an anti-Russian policy on Germany, she would have been obliged, to her great regret, to reject the Locarno Pact.

URGING CANADIAN UNITY

THE GOSPEL OF UNITY announced by former Governor-General Byng to the people of Canada in the closing months of his term of office is acclaimed by some Canadian editors as of the highest importance to the people of Canada. According to the Toronto *Globe*, Lord Byng consistently preached this gospel from the time of his arrival in Canada when he began to acquire a knowledge of the country, its resources, conditions and potential future. He has never wearied, we are told, of impressing upon every part of Canada its need for knowing and cooperating with every other part in the creation of a great commonwealth which should be of vital benefit to all. His latest deliverance was made at Vancouver it is related, and "should find response in the breast of the nine million Canadians who inhabit the immense territory between the Pacific and the Atlantic." In addressing the business men of the Western gateway city, Lord Byng said in part:

"You have the virility of youth and that quality you call 'pep,' which is so good. Is there any fly in the ointment? None that I can see if you will be Canadian. Drop petty parochial schemes for the benefit of the whole of your country. I have tried in my visit to Canada to talk unity because I feel it so strongly—more even perhaps than you, because I see all the Provinces."

The Globe ascribes Lord Byng's keenness about unity in Canada to the fact that he has seen all the Provinces of the Dominion and has studied their local conditions and interests in the light of the welfare and future of the whole Dominion. So he is able to speak with authority and certitude, this newspaper says, and adds:

"His horizon is large and unclouded, and he realizes the benefit of close and intimate cooperation between British Columbia and the Maritime Provinces—the benefit to both—and its ever-increasing advantages to the great regions lying between them with each of them and with each other. This outlook is clear to the mind undarkened by parochial feeling and selfish impulses.

"And the realization which Lord Byng possesses will be that of any citizen who breaks through the shell of petty local interest and prejudice which envelops him; who will endeavor to know Canada beyond the small district in which he lives, and will perceive, as he can not fail to perceive if he has an open mind, that what is for the good of one Province is for the good of all.

"Lord Byng's counsel should especially be taken to heart by the public men of the country."

Another angle from which the need of Canadian unity is seen, we find in the Vancouver *Sun*, which notes the statement made by Canon Bertel Heeney to a Winnipeg congregation that Canada is in grave danger of having Americanism rather than Canadianism developed throughout the Dominion. If Canada ever loses her individuality and becomes swamped with Americanism, declares *The Sun*, it will be the fault of "the imperialistic junkers who refused to permit Canada to become anything more than a milk-and-water second edition of England." This newspaper then observes:

"Canada, with her 9,000,000 population, can not resist the influence of United States's 117,000,000 people (growing almost at the rate of 2,000,000 a year) with a second-hand, made-to-order personality. She can not turn back the tide of American notions, American manners, American ideals and American thoughts while her national mind is kept like putty with jingoistic inhibitions and while her national soul is stunted with reminders of her own inferiority.

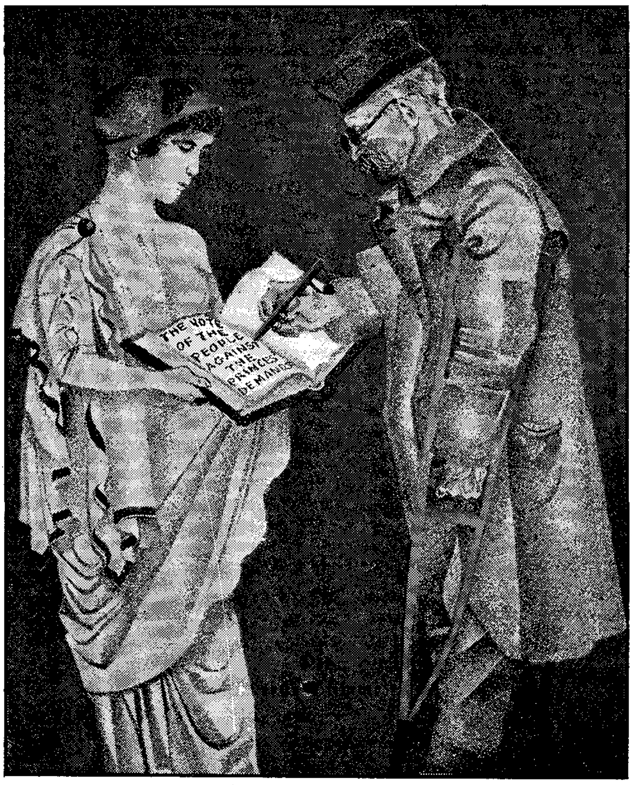
"The only antidote to Americanism in Canada is Canadianism.

"We can respect and revere the Empire. We can appreciate its might and its usefulness. But we can not love it because the human affections can not embrace so great a thing."

THE NEW GERMAN POLITICAL FIGHT

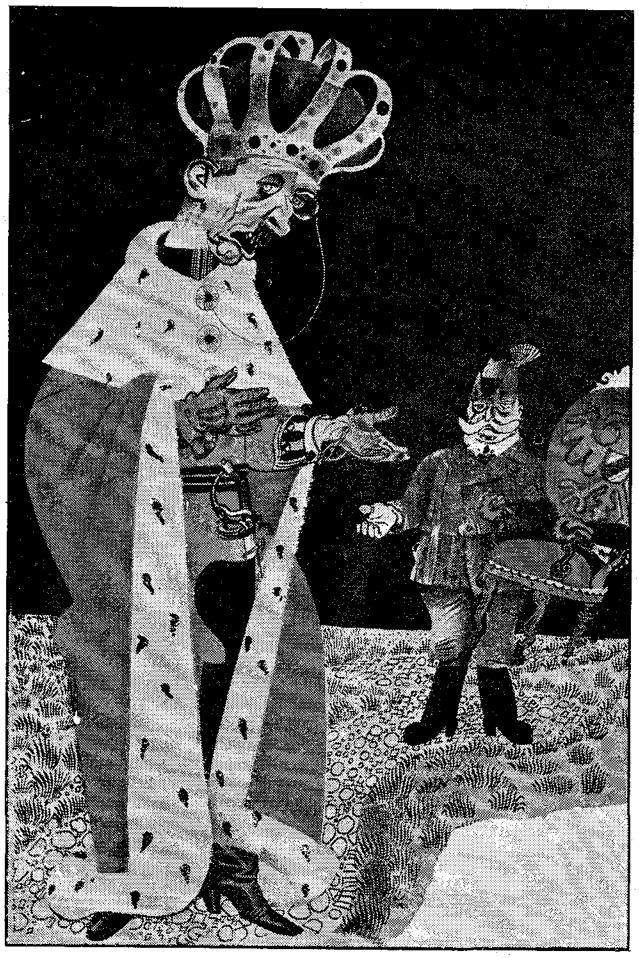
THE QUESTION OF THE ROYAL and princely claims in Germany has been the subject of passionate discussion in Parliament, in the press, and at many public meetings, we are told, since last December, when the Hohenzollerns and other ex-ruling German families demanded indemnity for losses suffered through the revolution and the depreciation of the German currency, not to mention other causes of upset in the post-war period. A popular referendum is to decide whether the properties of these former rulers and of their families and relatives should be confiscated without compensation or not. Some newspapers charge that the indemnity claimed would amount to the fabulous sum of about $500,000,000. This is said to cover not only money lost, but also landed estates, castles, museums, works of art and other properties. We read that the Hohenzollerns alone claim about $50,000,000 from Prussia, not to mention their demands on properties in other States of the Reich.

The reason for the referendum, we are informed, is that the German Parliament could come to no decision as to whether the princely claims were to be scrutinized in the federal courts or subjected to a referendum. The Communists and the Socialists demand the confiscation of all the properties in question without compensation, the extreme reactionaries insist that they be entirely restored to their self-styled owners, while among the moderate political groups a compromise settlement is desired. On the lists demanding a referendum, it is reported, 12,500,000 names appeared, which was three times more than needed. But to make the referendum effective, 20,000,000 are required, which is about 50 per cent. of the electorate. In spite of the fact that the referendum was voted for, the Reichstag tried again and again to work out a compromise law satisfactory to everybody, but without success. According to the Vienna *Neue Freie Presse*—


THE VOTE OF THE PEOPLE AGAINST THE PRINCES' DEMANDS

A GERMAN THRUST

How the mutilated veteran votes on the claims of the princes.
—*Lachen Links* (Berlin).



ANOTHER GERMAN SLAM

A **German Prince**: "Of course we are seeking personal enrichment, without which we can not hope to regain possession of our thrones." —*Lachen Links* (Berlin).

"The animosity with which this discussion has been carried on proves how important the question of princely claims is for Germany. It is a very serious question not only in the eyes of the demagogs of both extremist camps, who are trying to profit by it for selfish party purposes, but also in the judgment of politicians of the moderate group and parties. The thing that really matters to these moderates is that the idea of justice, of property and of other such principles, which are connected in no way with this or that form of government, are involved in the question of the princely claims. Indeed, the scheme of confiscation without compensation which, to believe the Socialists and the Communists, is demanded by the people, has been rejected most emphatically by a great majority of the Reichstag.

". . . The idea of confiscation, as formulated by the parties of the Left—that is to say, Social-Democrats and Communists—is to hand over the properties thus taken away from their royal owners to the States in which they are situated, so that the revenues from them would go to the poor, to war-invalids, and to the small investors who lost their savings during the inflation period. This belief is what polled 12,500,000 votes for the referendum. To win the battle the parties of the Left will have to gather about 8,000,000 more votes. It is, however, more than doubtful whether they will succeed. It seems, therefore, that the referendum bolsters the hopes of the Nationalists rather than of Communists.

"And after the referendum what? What if, as it should be expected, the people vote in keeping with the burger's traditions, that is to say against confiscation without indemnity? Then the old question will recur of finding a compromise in the Reichstag to satisfy the majority and which would provide for a confiscation with an indemnity. . . .

"Yet the real danger of the referendum lies in the fact that this thorny issue is being submitted to the direct vote of the masses without having been first solved in the Reichstag. Extremists of both political camps will once more have the chance of resorting to demagogy and the chasm separating one part of the nation from the other will be once more demonstrated to the world, will be once more deepened."

The conservative *Hamburger Fremdenblatt* says:

"The German people will have to decide whether the property of princely and royal families can be confiscated without

> indemnity. Now, as always, we hold that it is impossible that the majority of the German people should vote in favor of confiscation, for such a solution of the problem would be contrary to law and justice. Besides, it would be the beginning of a class struggle which might prove full of grievous consequences. The People's party has already submitted to the Reichstag the motion for the confiscation of the property of wealthy bankers. Of course, this is nothing but a meaningless demonstration. Yet all ideas meant to stir up class instincts and, what is still more important, the greed of the masses, are always dangerous, for they always find an easy way into the minds of the masses. The problem of the royal properties has acquired great significance solely because it has come up at a moment when there is great poverty in the country. Yet, the only deduction logically to be drawn from this poverty is that it would be inadmissible to compensate the royal families in a lavish and extravagant manner. We should not forget, however, in the interests of justice, that the question now under discussion is not how much to take away from the people to satisfy the royal families, but how much is to be taken away from these families and how much is to be left to them. Our political parties have hitherto not succeeded in harmonizing the idea of justice with the fact of the misery rife in the country so as to work out an acceptable law. Burdened by a number of other important questions the Government has not taken the lead in the solution of this problem."

According to the *Frankfurter Zeitung*, if the Hohenzollern claims were satisfied, even at a low valuation, the Hohenzollerns would receive too much, and it adds that the result would be that "the family of the Pretender" would have under its control enormous landed property and so much capital in cash that its influence throughout the country would rise very greatly. This newspaper contends that: "If we want to secure internal peace, we should not allow the ex-ruling family to own a whole duchy within our State." Says the *Berliner Tageblatt:*

> "We are very fond of justice, but this fondness does not blind us. The question of royal and princely properties will be so formulated through the referendum that the people will have to say whether they want confiscation without compensation or not. Such a presentation of the question is not what we would desire. It is always a mistake to create so-called martyrs, but it is a still greater mistake to allow people to walk about with the faces of martyrs. Most of the former princes at present virtually own part of the property that they claim so that it would be impossible to dispossess them entirely. Sven Hedin who long ago assumed the rôle of William II's paladin, lately described one of his visits to Doorn. In his recital he stated that at the ex-Emperor's Court are several marshals, chamberlains, aids-de-camp, and other officials, not to speak of some twenty men and women servants. We believe that even if there were confiscation of the royal properties, the administrator of William II's palace would not be obliged to dismiss a single laundry woman. . . . In our opinion, a line of demarcation should be drawn between what may be considered as the private property of royal and princely families, and the property that should of right pass to the State."

The Socialist *Vorwärts* quotes a statement of one of the Social-democratic leaders in the Reichstag, Herr Rosenfeld, as follows: "As always, we believe that the only acceptable solution of the question is confiscation without indemnity." The chances of success of the Socialist and Communist proposal for confiscation without indemnity by securing the necessary 20,000,000 votes at the referendum on June 20 were increased, according to a Berlin dispatch to the New York *Times*, when the Democratic party leaders released their members from support of the compromise project. We read further:

> "This means several million more votes against the Hohenzollerns and other royalists receiving immense payments from the Reich's Treasury and undisputed titles to estates, castles, theaters and other royal prerogatives.
>
> "The Democrats, who are members of the Little Coalition, previously took a firm stand against interference with private property rights and classed the farmer royalists as private citizens.
>
> "It was resolved that, despite this attitude, which they still hold, it is deemed best to free all its party members of the obligation to withhold their mandates at the referendum, because in the Reichstag committee it was impossible to reach a compromise satisfactory to the Nationalists."

RUSSO-JAPANESE TRADE "DISILLUSION"

THE FAILURE during the past year and a half of the roseate hopes for Russo-Japanese trade prosperity, which was supposed to follow the recognition of Moscow by Tokyo, is said to be realized by a large section of the Japanese business world and the general public. This is the opinion of the Tokyo *Trans-Pacific*, an American-owned review of Far East political, social and economic developments. Russo-Japanese business has failed to improve in a material way during the eighteen months since Japan recognized Russia, we are told, and it is reported that only about $25,000 has been subscribed by the seventy members of the proposed Export Trade Union Guild designed to conduct trade with Russia, to which the Government has promised a low interest loan of approximately $2,500,000. We read then:

> "Bankers, too, are more than cautious about advancing funds to this guild or to its comrade organizations, for bankers are inclined to deal with economic facts rather than oratorical flights of fancy. Theoretically Russo-Japanese trade could be substituted for the present backbone of Japanese foreign commerce, which is the exportation of silk to the United States, but the hypothesis is so thoroughly hypothetical that it will receive scant attention outside of text-books and from the public lecture platform. When it gets down to a case of investing capital or of obtaining loans, governmental or private, the theory is laid to one side and concrete conditions are closely scrutinized.
>
> "When this is done, it falls into the class of all mirages. Like all mirages, too, that of a great inflow of wealth from Russia as a result of the resumption of diplomatic relations fades into unreality as it is actually approached. A year and a half have gone by since the cables heralded the signing of the basic agreement between the two nations, and the much-talked-of concessions in Northern Saghalien, which formed the crux of the negotiations, remain as intangible as before from the yen and sen standpoint. True, after much palavering and delay, formal terms for the concessions were drawn up and accepted at the Moscow conference, but they have not as yet been put into operation."

The Trans-Pacific goes on to say that for several years Japanese advocates of recognition of Soviet Russia held out as bait to their fellow countrymen the prospect of great trade activity and the exploitation of the unquestioned natural wealth of Siberia as the just and inevitable reward of such recognition. So loudly did they harp on these themes, it is asserted by this weekly, that the nation as a whole came to adopt the same exaggerated view of them. The Saghalien concessions are declared to be an unknown quantity, as there has never been sufficient prospecting to determine their worth, and *The Trans-Pacific* goes on:

> "The fisheries and the forests are tangible, but where will Japan obtain the capital for their exploitation, even if concessions be granted? The Siberian coastal fisheries represent a gross income of approximately Y40,000,000 annually to Japan, but the disruption of formal diplomatic relations did not stop this inflow of wealth, so that it can not now be counted as additional income. Their resumption merely reestablished it on a legal basis. [The yen is equal to about 48 cents.] As to trade between Japan and Russia, its importance has usually been overemphasized. In the most prosperous year, which was the abnormal war year of 1916, Japan exported goods valued at Y117,693,478 to Asiatic Russia and an additional Y33,421,097 to European Russia. Against this, Japan's imports from all Russia were but slightly more than eight million yen (Russia was at war, of course, but so was Japan, ostensibly), leaving a comfortable balance that would be greatly appreciated at this time when Japan's adverse trade balance ranges around in the nine figure group. The total value of business, which swelled from Y9,000,000 immediately preceding the war to a little more than Y150,000,000 as a result of that struggle, is unimpressive in itself, but its recovery would be a decided economic gain in view of present conditions."

According to this Tokyo weekly, Russia is endeavoring to develop the port of Vladivostok as an offset to the Japanese port of Dairen in southern Manchuria. Moreover, it is averred that the battle between the Russian and Japanese railway lines in Manchuria for the carrying of freight, is being bitterly fought

SCIENCE - AND - INVENTION

OUR ARMY OF BURBANKS

THE PASSING OF LUTHER BURBANK was a great loss to horticulture, but it is by no means a catastrophe to the science of plant-breeding, for the plant-breeders of the United States alone can be counted in hundreds, says Dr. Frank Thone, a staff writer for Science Service (Washington). They are working, he says, for the Department of Agriculture, for the various States at experiment stations, in privately endowed universities, and in laboratories and gardens of their own. One class of plants alone, the grain crops, claims the attention of over two hundred scientists, either directly under the Department of Agriculture or in cooperation with it. This is perhaps the largest division of the army of plant-breeders, but other lines of plant industry receive their due proportion of attention. Forage crops, root crops, sugar crops, fiber crops, garden vegetables, citrus fruits, stone fruits, berries and small fruits, drug plants, all kinds of flowers—it is impossible, he says, to imagine a class of plants on which keen-minded investigators are not at work somewhere or other. We read on:

"'The coming generation in this country will probably see a revolution in plant-breeding,' Dr. F. V. Coville, botanist of the Department of Agriculture, said the other day. 'We are taking full advantage of the newest things in Mendelian methods, about which the older type of plant-breeders knew nothing, and we are accumulating tremendous masses of pertinent data. We are already fairly under way, and the momentum of the thing will carry us very far, once we get up full speed. I do not like to predict what may happen, lest I should be taken for a wild-eyed fanatic.'

"Look for a moment at the program of the grain-breeders mentioned in a preceding paragraph. Plant-breeding of the government program kind is no simple matter. It is not merely a question of getting a taller stalk with a heavier yield, and thus making two bushels of wheat or oats grow where only one grew before. If the new grain is planted in North Dakota it may find the season too short and the winter too cold. If in western Kansas or interior Oregon it may succumb to drought. If in Missouri or southern Illinois it may 'lodge' badly in the summer rain-storms. So for each particular section of the country, with its particular climate, we must raise a particular wheat.

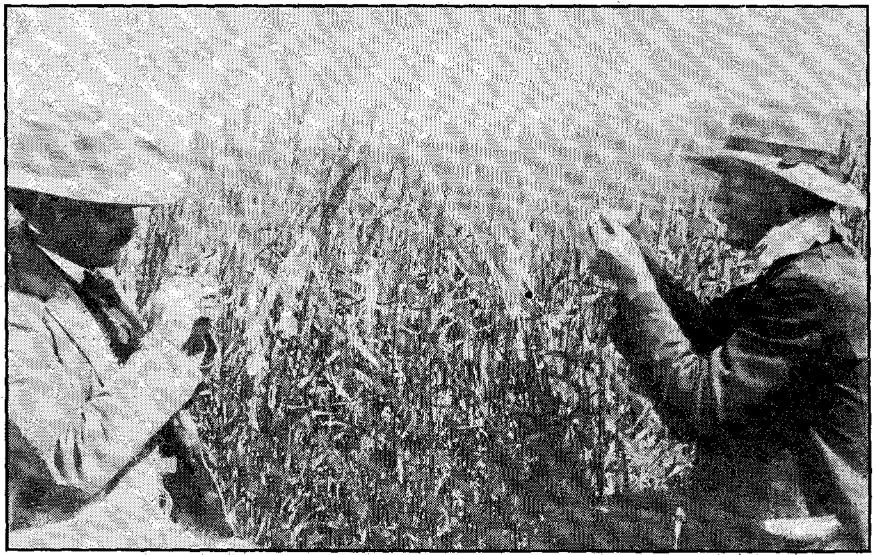
"But climate is not the only problem. Resistance to disease must be sought for. And resistance to one disease does not mean resistance to another. Wheat immune to bunt or stinking smut may fall an easy victim to stem rust, just as a man who is immune to smallpox may quickly die of pneumonia. Each grain variety therefore must be bred, not just for 'resistance,' but for resistances—perhaps a dozen or more of them.

"Then there are the preferences and prejudices of the users. A miller may say, 'This wheat is too hard for my machinery to handle,' or a baker, 'The flour needs more gluten—it doesn't make my dough "doughy" enough'; and the breeders have to take the human element into consideration.

"Fortunately for the breeder, many of these qualities are handed down from parent plant to offspring as definite, separate characters, following the mode discovered in the middle of the last century by the Austrian monk, Gregor Mendel, so that diagrams or patterns of their behavior in heredity can be charted out, and the character of the grandchildren planned in advance before the parents are crossed at all. Thus a breeder might say:

"'Variety X has tall stems and plenty of grains and is resistant to rust, but it can't stand drought or cold. Variety Y is scrubby and rusts badly, but it could grow in the Mohave desert or at the North Pole. If I cross them, some of the descendants will combine all or most of the desirable qualities; and these I shall keep. Others will be quite worthless, and these I shall throw away.' And he can calculate within one or two per cent. the proportion of the good and the evil in the progeny of the anticipated cross.

"Sometimes the plant-breeders use a few ingenious short cuts of their own. More than once, for example, they have exploited the action of that remorseless razor to which Darwin first seriously called attention—natural selection. The saving of the lowly but lucrative cabbage crop of southern Wisconsin offers a neat case in point.



Illustrations by courtesy of Science Service, Washington, D. C.

TWO BURBANKS OF THE WHEAT-FIELD

Over two hundred scientists are working on the improvement of our grain crops. The two seen here are cross-pollenating wheat. This is very trying and exacting work, for the pollen, usually broadcast by the wind, must be picked out and transferred by hand. After pollenation, the heads are tied up in little bags, to prevent intrusion of chance grains from outside.

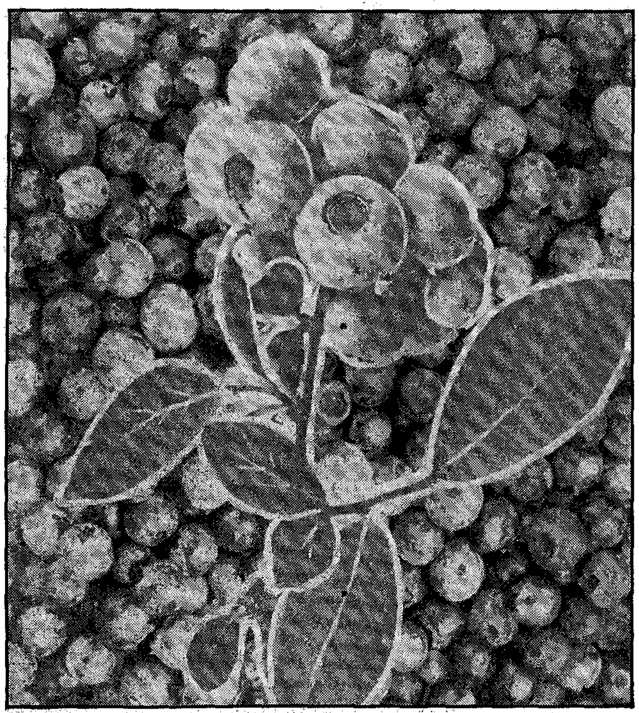
"A few years ago a very destructive disease, called 'yellows,' got loose among the cabbages, wiping out field after field like a prairie fire. There was naturally much outcry, and the department of plant diseases at the University of Wisconsin got busy.

"There did not seem to be much that could be done with the disease once it got started. The organism that causes it lives in the soil, and does not seem to mind the coldest winter. Sterilizing the soil was out of the question on account of the cost, and it was doubtful whether it could have been worked anyway. And once the disease got into the plants it did all its mischief within the tissues, where no poison spray could reach it. Rotating crops would do no good.

"The solution, however, was relatively simple. The experimenters decided to breed a race of cabbages that would be immune to the disease. They went to the worst-infested fields where most of the cabbages lay dead and wilted, and found a few that had apparently come to no harm from the pestilence. These they gathered and in the spring set them out again to flower and bear seed. The seed were planted in infested soil, and it was found that a very high percentage of the new plants were not injured at all by the disease, tho cabbages of the old varieties on both sides of them were wiped out as before. A year or two more of this kind of selecting and testing convinced the workers that they had the immune strain they were looking for, and the seeds were therefore distributed to the growers."

Frequently, we are told, the plant-breeders see a need that is crying to be filled, where there is no variety in cultivation that will fill it. Then they look about among native wild species, or even make long journeys into the heart of Asia or Africa, until they find what they want. There is, for example, the case of the need for Bigger and Better Blueberry Pies, which all patriotic Americans will admit has existed for a long time. Dr. Coville, already quoted elsewhere, set out some years ago to see what could be done about it. Says Dr. Thone:

"He found that the blueberries on the market were mostly picked wild, from chance bushes, small and nubbiny. He took the best bushes he could find, and by soil chemistry showed how blueberries could be cultivated as easily as currants. Then he hunted for bigger blueberries. Some wild bushes he discovered bore monsters, and these he brought home and worked on, until now there are cultivated blueberries in which you could hide a five-cent piece without stretching the skin. Dr. Coville is now working on a big wild gooseberry recently discovered in Florida, far south of the natural gooseberry territory. It is a fine fruit, but covered with long spines, which must be bred off before it can be of much use.



FOR "BIGGER AND BETTER BLUEBERRY PIES"

The giant blueberry produced by Dr. Coville compared with the ordinary kind, both exact size.

"The booty brought home by the explorer-botanists has also yielded rich harvest. The original alfalfas came from Turkestan, the hard wheats from the Russian steppes. Hard little pears and apples from Siberia, crossed with the milder fruits already in cultivation, produce varieties suitable for the blizzard-bitten Northwest; crossing the tough dwarf wild plums of this region with the big, soft-fleshed Japanese varieties has also yielded hardy fruits of good flavor.

"The work of plant breeders in this country is paralleled closely by that of similar workers in other lands, each laboring to adapt his plants more and more perfectly to the conditions of his own country. Frequently their results are imported into this country to great advantage, and later are still further modified. All the navel oranges in California, for example, are descended from two trees brought here in 1870, one of which is still growing at Riverside, and the other is in the greenhouses of the Department of Agriculture in Washington. The improvements that have been made in these oranges can hardly be considered plant breeding in the strict sense of the term, because since the navel orange produces no seeds it can not be bred. But for some unknown reason citrus trees frequently produce branches that are not at all alike, and that bear different fruits. These bud-variations, as they are called, are watched carefully, and any really promising novelty is saved and propagated by grafting.

"Thus the army of plant breeders struggles with the stubborn soil and the flings and arrows of outrageous climate and disease and a thousand other difficulties that beset agriculture. The earth still brings forth thorns and thistles yet what the well trained wit of man can do with living plants they do for us; and the vine shall at least bear juicier grapes, and the fig-tree sweeter figs."

FACTS ABOUT HUMAN HAIR

BARELY A CENTURY AGO, says Dr. Arthur Selwyn Brown, writing in *Popular Mechanics* (Chicago), human hair, on account of its physical qualities, was largely used for scientific and artistic purposes. Makers of scientific instruments employed hair for the angle markers in telescopes, surveyors' levels, clinometers and other apparatus. Its strength permitted them to use it for suspending fine pendulums and similar moving parts. Its property of absorbing moisture made it valuable for hygrometers. About fifty years ago numerous steel alloys were discovered that may be used for drawing into very fine wires, and these convenient alloys led instrument makers to select them in place of hair. He goes on:

"The artistic uses of hair were as numerous as the mechanical and scientific. Nearly every one has seen the old-fashioned pictures and lockets in which human hair, such as the golden hairs of children and the silver hairs of old people, was plaited or woven into many patterns and forms. In the museums in Europe we may see how dyed hair was formed into pictures like tapestries and made into many artistic fabrics. But those are lost arts, that may never be revived.

"There remains a commercial demand for human hair for theatrical wigs and similar purposes. The chief markets for this hair are in Palermo, Berlin, Paris and London. The prevailing custom of bobbing the hair has caused merchants to look more to Asia for their supplies and has caused the price of good samples to rise to record figures. These prices may in the near future cause users to find substitutes for it and then we shall see the end of commerce in human hair.

"The bobbed-hair craze has raised many questions about social conditions. May it not be used as an occasion for inquiring into the importance of hair and to study this interesting problem on other grounds?

"Hair is distributed all over the human body, except the palms of the hands, the soles of the feet, the lips and the eyelids. Its thickness varies in accordance with the part of the body it is growing on. The head, face and chest have the thickest and longest growth. There are about 1,200 hairs per square inch on the top of the head of a middle-aged man, and 160 per square inch on the face. There is less than half this quantity on the chest. Race, sex, age, condition of health, habits and climatic changes all influence the thickness and growth of the hair.

"A woman with black hair has about 600 hairs per square inch on the top of the head, while a blonde has 760 per square inch, and a brown-haired person has about 650 hairs per square inch. A black-haired person usually has the thickest hair and a blonde the finest. The total number of hairs on the head of any ordinary black-haired woman is about 110,000, while a blonde has 150,000, and a red-haired woman only 30,000. A woman's hair is coarser and heavier than a man's, and it grows longer. The average length of hair of women of the Anglo-Saxon race is from eighteen to thirty inches, and that of men between six and ten inches. Men's hair will seldom grow as long as women's."

The average speed of hair growth is two inches per month, Dr. Brown tells us. The period of growth of the hair on the head is about six years, and the eyelashes have a life of about 130 days. After these periods, the hairs wilt and fall out. Hairs grow just as new cells replace the dried cells of the skin that wither and fall off like scales. To quote further:

"The hair is a very acute sensory organ and assists the brain and other organs to discharge their surplus energies. In animals, certain hairs are developed into exceedingly alert and sensitive sense organs. It is a peculiar growth of the epidermis or skin. In this respect it resembles the nails, the horns of cattle, the feathers of birds, the quills of the porcupine, the scales of butterflies, moths and fish and the shell of the tortoise.

"Hair is easily colored and, in nature, the pigments it contains are peculiar to the species. The duration of its pigmentation in life is limited. In man, we may, in a brief period, witness a child having a bright golden hair, which soon changes to a dark or black and then to a gray or silver-white and dies at maturity and falls out, leaving baldness. In the animal kingdom, we may notice similar changes in the pigmentation and also many abnormalities in its life, particularly in those animals which periodically molt and shed their hair.

"Scientists believe that hair has a high value as a racial characteristic. The microscope discovers that the structure of hair has multiform variations and these may be clearly defined and utilized for personal and racial determinants, like finger and other skin prints. Common observation shows that the texture and form of the hair of a Negro, Chinaman, American Indian and a Caucasian differ in quantity, color, structure and growing habits. All through the animal kingdom we may find similar differences in all the species. A man's race, nationality, character and the condition of his health may be shown by a microscopic investigation of one individual hair.

"Examine the hair on your forearm, your eyebrows and your head, and you will see that it is all growing in different wavy patterns. The arrangement in your eyebrows, for example, will differ from that of many of your friends. Study the patterns of eyebrows a little and see how closely they are associated with personal characteristics and peculiarities. See how the graceful, flowing patterns of the eyebrows of an artist strongly contrast with the irregular arrangements seen in bad-tempered and miserly individuals. You may even learn to read character by the hair patterns of eyebrows or head."

A DIVER'S ROMANCE

"A TRIUMPH OF APPLIED PHYSIOLOGY" is what *The Lancet* (London) calls the seven-year effort, almost completely successful, to salvage $25,000,000 in gold from the sunken *Laurentic*, a 15,000-ton Atlantic liner. This vessel was taken over by the British Admiralty during the war and converted into an armed cruiser. Early in 1917 she sailed from Liverpool with five million pounds' worth of gold bars for Halifax, and was sunk by mines off the Donegal coast in 120 feet of water. We read:

"Diving operations were soon begun, the strong room reached, and a little of the gold brought up. A violent gale then interrupted operations, and when the divers were able to get down again they found that the ship had broken up and collapsed, and that the gold was buried at the bottom of the ruins. So they set to work to break and blast their way through the remains, and when operations finally ceased in 1924 more than 98 per cent. of the bullion had been retrieved, and that without loss of life or any serious injury. The bracing narrative of this triumph of applied physiology is told in *The Journal of Hygiene* in a most interesting way by Capt. G. C. C. Damant, who was throughout in charge of the operations, and who will be remembered as having collaborated with Prof. J. S. Haldane in working out experimentally the theory of compress-air illness which found expression in the Admiralty rules for diving of 1907. These rules, based on the rates at which the body becomes saturated with nitrogen in compress air, and at which it gets rid of the excess on returning to atmospheric pressure, were used in diving at the *Laurentic*, and, with one exception, proved very satisfactory; if anything, indeed, they erred on the side of safety. Experience showed, however, that a longer time ought to be allowed between two dives than the regulations suggest; getting rid of the last of the excess nitrogen absorbed under pressure takes longer than had been supposed, and Captain Damant found that lengthening the interval from one and a half to four hours was not really enough to make the second dive as safe as the first. In all, out of about 5,000 dives at a pressure of about 55 pounds per square inch, there were thirty-one cases of illness. One was blind, one paraplegic, and two or three others had nervous symptoms; the pains in and about the joints, known as 'bends,' were the most frequent trouble. An adequate recompression chamber was provided on board the diving ship from the beginning. This, as Captain Damant points out, gave every one confidence and proved quite efficient in curing the cases of illness. Violent muscular work during the ascent from the bottom seemed to help to prevent symptoms, and breathing oxygen after reaching the surface also appeared to be of value. Every one will congratulate Captain Damant on a happy issue to a difficult and dangerous piece of applied physiology."

OUR GROWING CAPACITY FOR AUTOMOBILES

THE COMING SATURATION-POINT in our automobile industry has long been anticipated by those interested in increasing the business of local transportation agencies, says an editorial writer in *The Electric Railway Journal* (New York). Ten years ago, in common with most of the automobile men themselves, it was generally felt that this point was just around the corner. Years went by, but sales continued to increase. He goes on:

"Then it was thought that soon there would be one car in every family, and that surely would be the saturation-point. Now there seems some basis for thinking that perhaps there is no saturation-point. Instead of one car it is getting so there is a whole 'gasoline alley' for each family. Father has his limousine. Mother has her coupé. Brother has his playboy and sister her brougham. Junior has his flivver—and no one stays at home.

"While this vanishing saturation-point has been flitting just over the horizon, we are now suddenly given the final blow when we read in Henry Ford's new book that with our present capacity of 2,000,000 a year we are able to meet the needs only of our present owners if they should each buy a new car every six years.

"Ponder that!

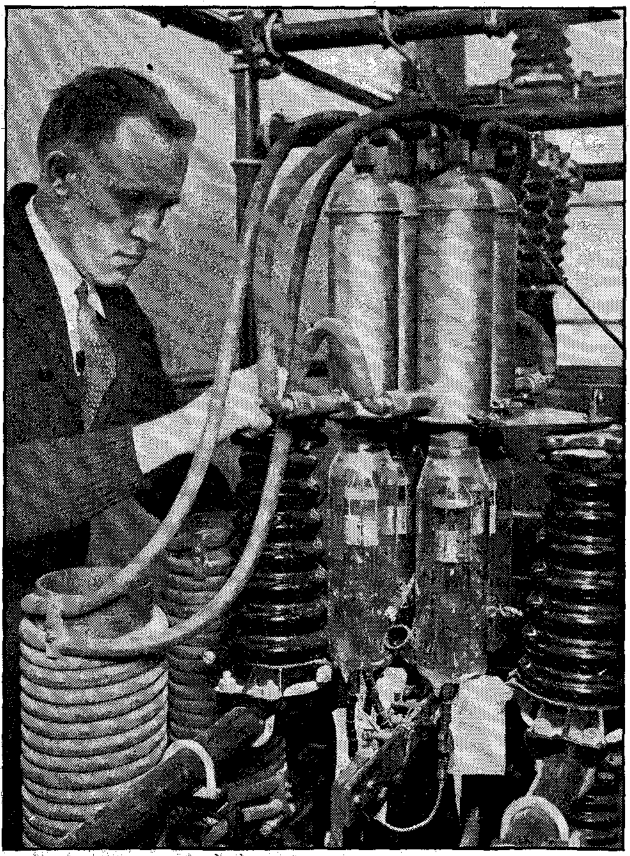
"The miracle of it all is that the total number of riders on the street railways is higher every year—at least the trend is upward. There is also a natural stabilizing force working against the increased use of individual cars. You may keep on multiplying the number of automobiles sold, but the amount of parking space available is practically fixt. As this becomes less and less adequate to take care of the demand and as the streets and highways become increasingly congested, more and more of the automobile owners tend to revert back to common carrier agencies. But to build regular patrons from occasional riders, it certainly does behoove the railways to concentrate on improving service. More is expected of them than was ever the case before the advent of the automobile."

WHERE THE SEEDLESS ORANGES CAME FROM

One of the two original navel orange trees, brought to this country from Bahia, Brazil, in 1870. It is now in the Department of Agriculture greenhouses in Washington.

ETHERIC WHIRLPOOLS

RADIO WAVES ARE OFTEN PICTURED by a stone hurled into a pond, causing ripples in all directions, says Orrin E. Dunlap, Jr., writing in *The Scientific American* (New York). The larger the stone and the greater the force, the larger will be the waves and the farther they will travel. Here the analogy ends because the power of radio waves is not dependent upon their size. The amperes in the aerial circuit and the pressure in volts between the aerial and the ground are what count in broadcasting. He goes on:



Herbert News photograph

THE HEART OF BROADCASTING

A few of the ten-kilowatt tubes used at station WJZ, Bound Brook, New Jersey. Note the large insulators and the water-cooling system. The water jackets at the top of the tubes are supplied with running water through the coils of rubber hose.

"This ethereal energy may be very strong, despite the fact that it is invisible. So powerful were the electro-magnetic impulses broadcast from MacMillan's ship in the arctic that the electric lights on board would glow by radio power altho disconnected from the current. One member of the crew told how he placed an incandescent lamp on the pillow in his bunk and when the transmitter was in operation the bulb would emit light.

"There are three spots in the ether of the United States whose turbulence may be pictured as waves created by a huge boulder. These are: Bound Brook, New Jersey, Schenectady, New York, and Pittsburgh, Pennsylvania, where WJZ, WGY and KDKA respectively are located. Their impulses dwarf the waves radiated by the majority of stations into surface ripples.

"Station WJZ was the last to join the super trio, and for that reason the equipment may be considered the most modern, altho the other broadcasters are constantly kept up-to-date. The new equipment on this New Jersey radio reservation astounds the average broadcast listener who visits the plant. The sturdy and heavily built apparatus, designed to handle thousands of volts and high amperage, shows that broadcasting is no fad but an established public service destined for a great future.

"The station resembles a power-house more than it meets the average conception of a radiophone installation. It shows radio expanded from one or two small rooms on top of a building to a stucco structure one hundred feet long and seventy-five feet wide with other smaller houses and aerial masts scattered over several acres.

"The station has more than one transmitter. The main station, tuned to the 455-meter channel, is rated at 50 kilowatts. There are three of these high-powered units. One is a duplicate of the main installation, and it stands ready to be switched into the ethereal circuit in case of emergency.

"The third transmitter is also rated at 50 kilowatts output and it is tuned to radiate waves under 80 meters in length. This equipment is used to span long distances, because the shorter waves, projected high into the upper atmosphere, seem to have less difficulty in reaching across the seas. Furthermore, some contend that long-distance broadcasting in the future will gradually shift to channels below 100 meters, and in that event WJZ will be prepared. In the meantime, tests will be conducted to study the vagaries of the ether and determine the value of short waves. It is not expected, however, that there will be a sudden adoption of short waves by all stations, because there are many mysteries yet to be solved in connection with the lower wave bands.

"The story is told how several amateurs gathered at a short-wave station in New York with plans to spend the night in the radio room in an effort to talk to as many different sections of the world as possible. Australia, New Zealand, France and England were easily reached and two-way communication established on the 40-meter wave-length. Then the operators tried to attract the attention of any short-wave amateur operator who might be listening in the Chicago or Denver districts, but all in vain. The nearest they could get to the United States was an Army station in Hawaii.

"The signals seemed to shoot up to the Heaviside surface in the upper regions of the sky, not to be reflected back to the earth until several thousand miles away. These trick performances of the short waves create puzzles which the engineers of the new station will strive to solve. It is pointed out that if the long-distance skip-effect can not be overcome, the short waves will never be practical for broadcasting as it is carried on today by the 200 to 550-meter waves.

"Each transmitter at Bound Brook has six oscillators and twelve modulator tubes, each capable of handling 10 kilowatts of power. A tube of this size requires for operation, at full capacity, as much power as would be used to light simultaneously every room in a dozen six-room houses.

"The power is so great that automatic switches immersed in oil and operated by electric motors, controlled from the main switchboard, are used to throw the knife blades of the switches into the desired position.

"This transmitting set is a system of coils and condensers just like a receiving set, except that the broadcasting apparatus is built to handle heavy currents. By adjusting the inductance and capacity to a certain value, the transmitter is tuned to a definite wave, similar to the manner of tuning a receiving set. When the receiver's dials are revolved, the inductance and capacity of the circuit are adjusted so that the set is in resonance with a particular broadcaster.

"The coils of a sending station generally consist of heavy copper or brass ribbon. The condensers at WJZ are made of seven thick copper plates, approximately six by two feet, with the edges rounded. They are not housed by containers but are suspended from insulators. Air being a good dielectric, or insulating material, the plates are placed eight inches apart with nothing but air between them.

"The wires which connect the New York studio with the broadcasting apparatus terminate at a switchboard in the Bound Brook transmitting-room. There the incoming speech and music forwarded from Manhattan in the form of electrical impulses are switched into the amplifiers and control unit. The amplifier consists of eight tubes, four rated at five watts and four at 50 watts.

"One small but interesting structure on this New Jersey radio site is the home of a large variable condenser used for tuning the aerial circuit. The plates consist of large copper sheets similar to those of the large fixt condensers mentioned above. This condenser is operated by a large electric motor.

"According to the engineers, WJZ seldom broadcasts on full power, but, nevertheless, it is reported that the waves have been heard in Peru, in Germany, on the Pacific Coast and in every State in the Union.

"The station made its début December 7, 1925, and the first two months of operation brought 65,000 letters to the studio reporting on the reception."

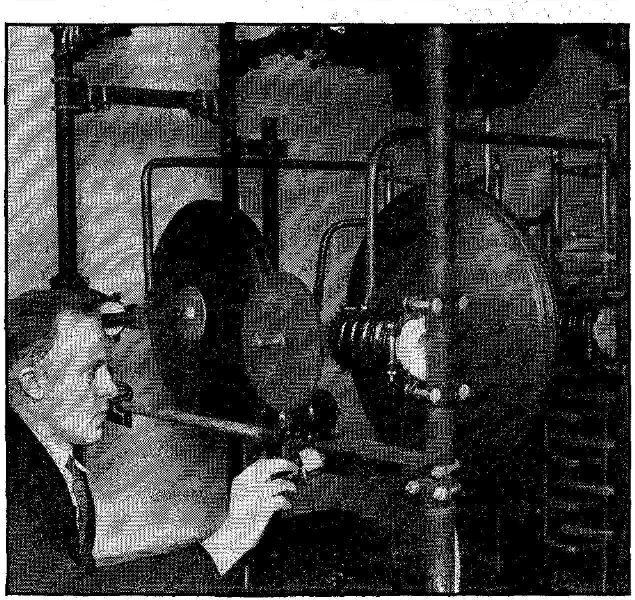
DOES INSTINCT TELL US WHAT TO EAT?

IT USED TO; but it does so no longer; for both it and our foods have changed. Instinct has been defined as "a propensity that urges an animal or human being, without exercise of reason, to the performance of actions which are for the most part normally useful or beneficial." This definition is selected by Benjamin Harrow and Casimir Funk, who discusses this question in *The American Mercury* (New York), not, they say, because it is so much better than others, but because it expresses the meaning of the word as they use it. The definition emphasizes the complete divorce between instinct and intelligence and points out that instinctive actions are, "for the most part," but *not invariably*, beneficial. Our quotations below are from parts of the article appearing in *The Modern Hospital* (Chicago). We read:

"What first gives rise to the desire for food? Obviously the sensation of hunger. Professors Cannon of Harvard and A. J. Carlson of the University of Chicago have shown that this is purely physiological and due to the muscular contraction of the stomach. At this point instinct comes into play, for food often without our knowing why we select it, not only stops the contractions, but is usually well utilized by the body to repair waste tissue and supply energy.

"There seems to be reason for believing that hunger and appetite are fundamentally different. 'Appetite,' writes Professor Cannon, 'is related to previous sensations of the taste and smell of food; it has, therefore, important psychic elements. Hunger, on the other hand, is a dull ache or gnawing sensation—the organism's first strong demand for nutriment.'

"Between instinct and appetite there are thus differences and similarities. Instinct is the precursor which may lead to a development of appetite, but appetite is related to previous sensations (of taste and smell of food), whereas instinct assumes no previous experience of any kind. We might say that, under certain conditions, instinct is the go-between bridging hunger and appetite. Once it is aroused the rest may be explained in terms of orthodox physiology.



Herbert News photograph

THE LUNGS OF A SUPER-BROADCASTER

By varying these flat condensers, the wave-length is sharpened to minimize interference.

"If we trace the history of man back to the remotest time, when he was not exactly man, or monkey, or lemur, but some queer combination of all three, we may assume his diet to have been not very different from the diet of the monkey of our own day. The lemur-monkeyman probably lived largely on fruits and nuts, perhaps also on oysters and other shellfish, a little on insects, and occasionally on a bird or two. Hunger started him on his path of adventure and instinct guided him in his search. Occasionally instinct, not wholly perfect, would lead him astray, and then misfortune would befall him. This would prove an instructive lesson to others of his tribe, and for them thereafter instinct would be guided by experience. Here we witness the dawn of intelligence.

"The diet was passed on from generation to generation, and there is no reason to suppose that even during the fourth and last glacial period, when the Neanderthal man flourished—a matter of some 50,000 years ago— had his food changed considerably. So long as weapons were few, so long as fire was unknown, so long as the raising of cattle and the tilling of the soil were not practised, man belonged to the hunted animals, and his food could hardly extend beyond the range of the monkey. The Reindeer man, flourishing between 35,000 and 15,000 years ago, developed the art of making implements, and during the Neolithic age, some 10,000 years back, certain animals began to be domesticated. The Neolithic man probably stumbled on the art of milking. A rude type of agriculture seems to have come much later. Animal foods probably became common only when man had established himself as a keeper of sheep and a tiller of the soil.

"From now on, no radical changes in his diet are to be noticed. Until quite within our own times, indeed, man lived on Nature's produce and was a healthy creature. Instinct continued to urge him to eat what his forefathers had eaten.

"But within the last hundred years or so, everything, our food included, has been revolutionized. Our foods are now 'preserved, purified, polished, pickled, canned, extracted, distilled, concentrated, heated, dried, frozen, thawed, stored.' How are we, particularly city people, to select what is good for us? Our instinct is not what it was, and even if it had remained with us, it is doubtful whether it would be a very reliable aid.

"A considerable body of opinion, growing from day to day, holds that our gastro-intestinal troubles—our stomach-aches, our headaches, our constipation, and so on—are largely the result of eating artificially prepared food. Whatever instinct is left in us has not guided us wisely.

"If we turn our attention to races who still live in the midst of primitive surroundings, we may learn an instructive lesson. The Arabs, for example, live largely on figs, dates, some vegetables and a little milk. Meat is rarely eaten, and their religion forbids them to drink alcohol. Despite the undescribable filth in which they live, they are far more immune to disease than Europeans. 'Diseases of nutrition,' writes Dr. Auzimour, a French Army surgeon, 'are almost unknown; ulcers and cancer of the stomach are very seldom met with; and if one comes across a chance case of diarrhea, it is generally because the sufferer has been eating too many melons. Appendicitis is very rare among Arabs, and is entirely unknown among vegetarian nomads. Gout and kidney gravel are also quite unknown.'

"When these Arabs desert their dirty villages for the towns, and there live the life of Europeans, eating the food Europeans eat, they become as susceptible to disease as the latter. Their resistance therefore can not be ascribed to the peculiarities of the race, or to the climate, but only to the food they eat.

"Dr. McCarrison, an English physician in India, writes: 'My own experience provides an example of a race unsurpassed in perfection of physique and in freedom from disease in general, whose sole food consists to this day of grains, vegetables and fruits, with a certain amount of milk and butter, and goats' meat only on feast days. I refer to the people of the State of Hunza, situated in the extreme northernmost point of India.'

"Dr. McCarrison has spent nine years among these people. The men have a magnificent physique. They live to a very great age and are astoundingly fertile. He says: 'I never saw a case of dyspepsia, of gastric or duodenal ulcer, of appendicitis, or of cancer, altho my operating list averaged 400 major operations a year. Their buoyant abdominal health has, since my return to the West, provided a remarkable contrast with the dyspeptic and colonic lamentations of our highly civilized communities.'

"In searching for an explanation McCarrison has traced it to diet. 'The people,' he says, 'live on milk, eggs, grains, fruits and vegetables. I don't suppose that one in every 10,000 of them has ever seen a tinned salmon, a chocolate or a patent infant food, or that as much sugar is imported to their country in a year as is used in a moderately sized hotel.'

"There seems to be general agreement that instinct in man is becoming less and less potent and accurate. Our intellect can not serve us as well in the selection of food; for the food we eat to-day is vastly different from the food we ate in the past. Scientific experimentation must come to our aid. It must suggest such combinations as will provide for the varying needs of the organism. Our instinct will not tell us; the food faddist misleads us; the politician and the legislator are ignorant."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

FAREWELL TO THE OLD ACADEMY OF MUSIC

IF HOUSES ARE SENTIENT THINGS the Metropolitan Opera House must have felt a shiver of approaching doom as it listened to the valedictory words spoken the other day over the old Academy of Music, whose glory it quenched some forty or more years ago. The Academy's knell was tolling and the Metropolitan has heard rumors of a newer house uptown, and in this day of swift demolition it can think of no tranquil old age for itself. The Academy has survived of late as a moving-picture house, after serving its day for melodrama, Shakespeare, and other spectacular exhibits, following its chief glory as our first really authentic opera house. It will not pass from memory tho its devotees vanish, for it is inshrined in Mrs. Wharton's "Age of Innocence." Its past was momentarily recalled in a final farewell gathering on Monday, May 17, arranged by the Consolidated Gas Company, which will build a sky-scraper on the site. "By that eerie fancy in 'The Blue Bird,' that the departed return to their old places whenever the living think of them, the building at Irving Place and Fourteenth Street must have been crowded with ghosts," says the New York *Evening Post*. They with the auditors in the flesh listened to Madame Alda in songs, Mr. Otis Skinner in reminiscences; and the audience applauded Miss Emma Thursby seated in a box, a former coloratura soprano, referred to by Mr. Skinner as "the senior of living artists associated with the Academy's past." The Gas Company, as impresario did not escape the pitfalls of that profession, as the reporter for *The Evening Post* shows us:

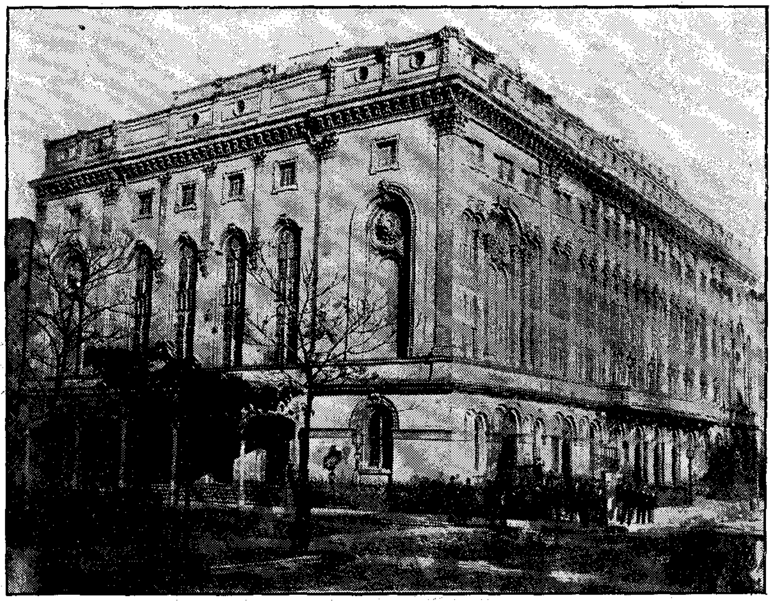


Illustration by courtesy of the Consolidated Gas Company, New York

IN ITS PRISTINE GLORY

Where the upper crust of New York society listened to opera from 1854 to 1883.

"The event drew a full house and also a full street, for it chanced that the program closed exactly in the evening rush hour. If the sidewalks hadn't been decorated plentifully with policemen, to keep the crowd back, possibly there would have been no crowd outside the building, but, seeing them there, the subway and elevated homegoers thronged to the spot to find out what it was all about.

"They saw and heard why all of the gracious-looking old people were coming out of the plain brown building near Tammany Hall, and neighbored nowadays by a succession of shops emitting radio, phonograph and player-piano noises.

"An elderly woman walked out on crutches and another came out in a wheel chair, and the other old people all stood still facing them and clapped their hands and cheered.

"In this street throng were many who have attended motion-picture shows in the Academy these later years. They were quite dazed. It was news to them that their movie had any social prestige. Here were the old folk, the kind you read about, coming down to the place as to a shrine. There were tears in their eyes.

"An official of the Consolidated declared to-day that this is the company's first and last adventure in the arts. These prima donnas have too much artistic temperament. The Gas Company, by tradition better acquainted with the gas-house district, which produces politicians but seldom vocalists, made the horrible blunder of announcing that the audience would include Mrs. G. R. Robertson and Emma Juch, 'who sang together at the Academy.'

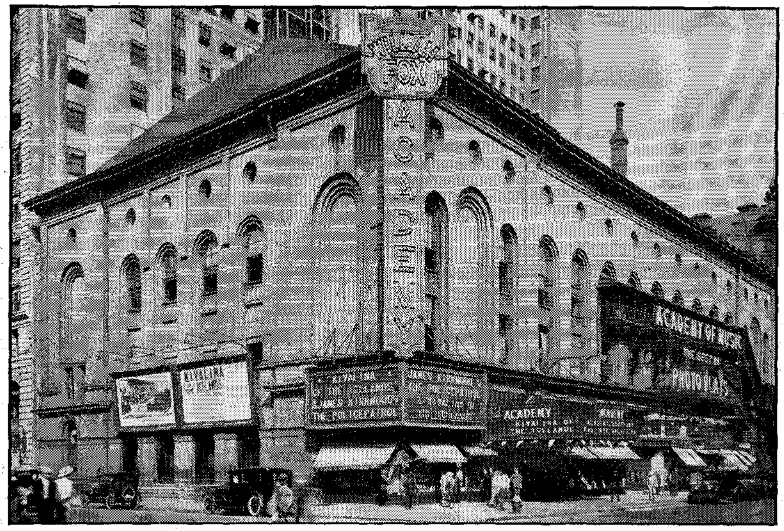
"Well, they didn't. Madame Juch called up the company to say no, and also called Mrs. Robertson.

"'What do you mean,' she said, 'by telling them that we sang together there? Do you want to make me out an octogenarian? You know you are much older than I am.'

"'Well, I should say I am older than you,' said Mrs. Robertson, 'and I object as much as you do. I have reached the age when I am proud of my years, and of how far back I can remember.'

"To-day Mrs. Robertson, who was in the front row yesterday, set the Gas Company straight in this matter.

"'I have been looking at the pictures of my old associates in music,' she said, 'and I find that I can say just about what I please about how much of a singer I was, for none of them lives to deny it.



THE ACADEMY ON ITS LAST LEGS

A moving-picture house for the teeming East Side of to-day.

"'I do think that people were more cultivated in those days. All spoke French and Italian. Singers studied harder, and sang, I believe, with more art. I, for one, would not care to hear "Tristan und Isolde" without Nordica in it.'"

There were brave doings in the old Academy, says Mr. Henderson of *The Sun*, tho "few opera goers of this time know anything of its brilliant record." Mr. Henderson calls a brilliant roll of first nights:

"Many of the elder operas which still hold the stage were produced there. Verdi leads the roll. 'Il Trovatore' had its first American performance at the Academy on April 30, 1855, with Steffanone as *Leonora*, Vestvalli as *Azucena*, Brignoli as *Manrico* and Amodio as the *Count*. 'Rigoletto' was introduced two years later, with Frezzolini as *Gilda*, and 'Traviata' on December 3, 1856, with La Grange as *Violetta*, Brignoli as *Alfredo* and Amodio as *Germont*.

"'Aïda' was brought forward on November 26, 1873, with Ottavia Torriani as *Aïda*, Annie Louise Cary as *Amneris*, Italo Campanini as *Radames*, Victor Maurel as *Amonasro*, Giovanni Nannetti as *Ramfis* and Signor Scolara as the *King*, and that cast has never been excelled. Even 'Otello' was first heard at the Academy in 1888, when the work was only a year old, with Marconi and afterward Campanini in the name part, Luisa Tetrazzini as *Desdemona*, Galassi as *Iago* and Scalchi as *Emilia*. Cleofonte Campanini conducted.

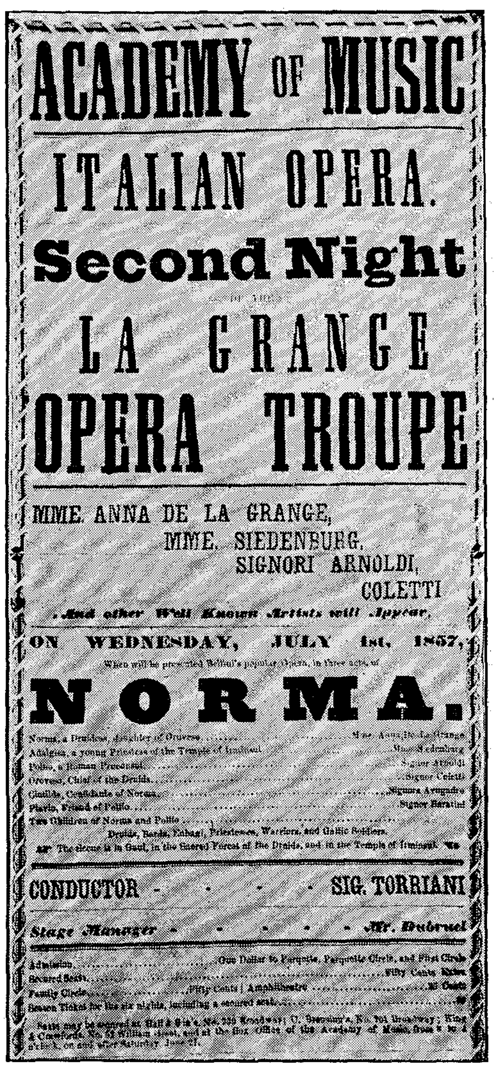
"'La Forza del Destino' and 'I Vespri Siciliani' were also produced at the Academy. Of the Wagner list 'Rienzi' was produced in 1878 by the Pappenheim-Adams Company and 'The Flying Dutchman' on January 26, 1877, with Clara Louise Kellogg as *Senta* and William T. Carleton as the *Dutchman*. 'Lohengrin' was given in German at the Stadt Theater before it was done at the Academy, where it was sung in Italian on March 23, 1874, with Nilsson as *Elsa*, Cary as *Otrud*, Campanini as *Lohengrin*, Del Puente as *Telramund* and Nannetti as the *King*. 'Die Walküre' was revealed to Americans on the Academy stage on April 2, 1877, with Madame Pappenheim as *Brünnhilde* and Bischoff as *Siegmund*.

"The opera given on the opening night of the Academy, October 4, 1854, was 'Norma,' which had been done earlier at the Park Theater, but the cast at the Academy was historical since it included Madame Grisi, Mario and Susini. Among famous works first heard in America at the old theater were 'Faust' on November 26, 1863, with Madame Kellogg as *Marguerite*, and 'Romeo and Juliet' on November 15, 1867, with Minnie Hauk as *Juliet*. 'Carmen' was produced on October 23, 1879, with Hauk in the title rôle, Campanini as *Don José* (the best New York ever knew) and Del Puente as *Escamillo*. The baritone has never been equaled as the dashing toreador. 'Manon' was first given in this city on the Academy stage on December 23, 1885, with Minnie Hauk as *Manon*, Giannini as *Des Grieux* and Del Puente as *Lescaut*. Even as late as November 13, 1896, a new opera, 'Andre Chenier,' was produced at the Academy by the expiring Mapleson."

Concerts of the Philharmonic and Symphony orchestras were heard there. But "for those to whom operatic achievements are of deepest significance," declares Mr. Henderson, "it may be said that some of the most beautiful singing ever heard on any stage was heard in the Academy."

"In one of those broad-visioned and solidly founded surveys for which Philip Hale of the Boston *Herald* is noted, he declared that of all the operatic tenors he had heard Campanini was the best. Certainly a man who could sing *Faust* and *Otello*, *Don Ottavio* and *Radames*, with equal excellence was a great artist, and it can not be disputed that no other tenor has ever made *Edgardo* such a commanding figure as he did.

"The seasons in which Madame Patti in the opulent maturity of her powers sang in the Academy were memorable indeed. Perhaps the performances of 'Semiramide' in the spring season of 1883 might now be regarded as the expiring swan songs of opera in the old house. The Metropolitan was to open in the fall and the final struggles of Mapleson were at hand. Sembrich was to reveal her supreme art in the new house and to be hailed as the logical successor to Patti.



ACADEMY OF MUSIC

ITALIAN OPERA.

Second Night

OF THE

LA GRANGE

OPERA TROUPE

MME. ANNA DE LA GRANGE,
MME. SIEDENBURG,
SIGNORI ARNOLDI,
COLETTI

And other Well Known Artists will Appear,

ON WEDNESDAY, JULY 1st, 1857,

When will be presented Bellini's popular Opera, in three acts, of

NORMA.

Norma, a Druidess, daughter of Oroveso .... Mme. Anna De La Grange
Adalgisa, a young Priestess of the Temple of Irminsul .... Mme. Siedenburg
Pollio, a Roman Proconsul .... Signor Arnoldi
Oroveso, Chief of the Druids .... Signor Coletti
Clotilda, Confidante of Norma .... [illegible]
Flavio, Friend of Pollio .... [illegible]
Two Children of Norma and Pollio ....
Druids, Bards, Eubagi, Priestesses, Warriors, and Gallic Soldiers.
The scene is in Gaul, in the Sacred Forest of the Druids, and in the Temple of Irminsul.

CONDUCTOR - - - - SIG. TORRIANI

Stage Manager - - - - - Mr. Dubreul

Admission .... One Dollar to Parquette, Parquette Circle, and First Circle
Secured Seats .... Fifty Cents Extra
Family Circle .... Fifty Cents | Amphitheatre .... 25 Cents
Season Tickets for the six nights, including a secured seat .... [illegible]

AN EARLY BILL

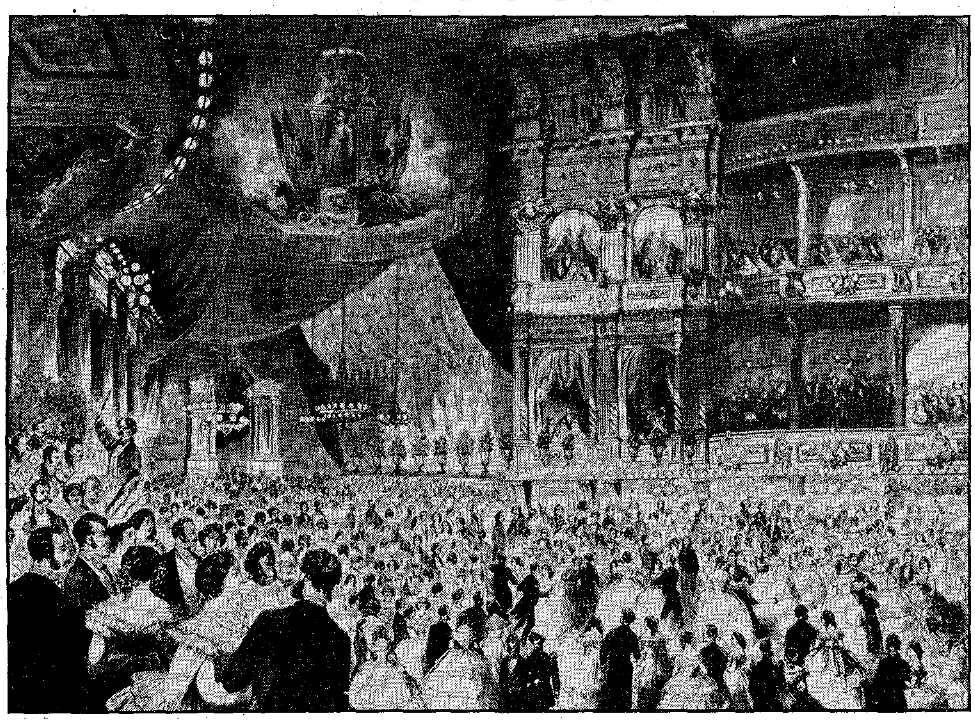
With the great Mario and Grisi in the cast the Academy opened its doors with Bellini's "Norma."

"But the local stage has never offered anything to efface the memories of the marvelous art of Patti and Scalchi in Rossini's florid music. Their delivery of *Giorno d'orrore* dwells in the mind of one hearer with unfading beauty, and Madame Patti's *Bel Raggio* holds equally well its place. Nor should one forget the eloquent interpretations of Wagnerian works by the company assembled by Walter Damrosch. It was fitting that they should be given in the theater in which the prelude to 'Tristan und Isolde' had been heard for the first time in this country at a concert of the Philharmonic Society."

THE COVER—Readers of Conrad will take more joy in the sight of the ship on our cover than in contemplating the most palatial ocean-liner. The artist, Charles R. Patterson, gives us the story of the Black Ball liner of 1826:

"The picture shows a typical packet ship of the Black Ball Line, pioneer of the New York-Liverpool passenger service. These little vessels, with their full-bodied, able hulls, and stout spars, sails and rigging, were driven outward and homeward across the Atlantic, through the fogs and icebergs of early summer and the snow, sleet, and gales of winter, for all the speed that was in them. In their day they were the only regular means of communication between the United States and Europe. Their captains were picked men, and to their care were entrusted the lives of eminent people, government dispatches, the mails and specie. Rain or shine, blow high or low, one of the Black Ball liners sailed from New York for Liverpool on the first and sixteenth of each month, and for many years these were the European mail days throughout the United States.

"A distinguishing mark of these ships at sea was a large painted black ball under the close-reef band on their fore-topsails. All packet ships carried a white light at the bowsprit cap from sunset to sunrise, as side-lights did not come into use until some years later. They also carried a flare-up which was kept in the companion-way ready for immediate use. These little ships carried plenty of sail, studdingsails, skysails set on sliding-gunter masts which were struck in winter time, three reefs in the topsails and one in the topgallantsails. Racing across the ocean was fast and furious, often for high stakes. While the packet ships were not built for speed, as were the clippers that followed them, they often made fast passages, owing to the fact that they were commanded by men who never let up on them, and kept them moving night and day in all sorts of weather. The packet ship *Independence* more than once made the passage from New York to Liverpool in fourteen days, tho the average passage to the eastward was nearer three weeks, and four, five, six weeks and longer coming from England to the westward."



WHEN NEW YORK DANCED WITH EDWARD, PRINCE OF WALES

When King Edward VII was a young man he visited these shores, and the Academy of Music, now way "down town" in Fourteenth Street, housed a grand ball in his honor on October 12, 1860.

FANTASY IN ENGLISH LITERATURE

THAT THE LITERARY DESCENDANTS of Shakespeare should not fail utterly of their great inheritance is to be expected. Just how many have been touched by the wand of Ariel is now a question of interest to a European who owns to a special fondness for literature in English, especially that "long line of English fantasies which are a mystery, a despair, and often a delight to Latin nations." Mr. Aage Marcus, Librarian at the Royal Academy of Fine Arts in Copenhagen, inspired by a review, writes to the London *Times Literary Supplement* for further information about this particular field. As there may be admirers of Christopher Morley's "Thunder on the Left" who have not thought of associating with it other books of the same kind, we quote Mr. Marcus's letter:

"As a Dane to whom for many years English literature in most forms has been a chief interest, I venture to address you, as this special form has always had a singular fascination for me. So far as I know, this sort of fantasy is not to be found anywhere outside the English-American literature, where its appearance is of increasing frequency since the late nineteenth century. And now I would ask you whether possibly the writer of the above-mentioned review—or maybe some reader of the Correspondence—kindly would let me know the titles of some of the fantasies he knows. For in spite of ardent search for many years I have only been able to find quite few of what I should call the literary fantasy in its pure form—viz. (besides 'Alice in Wonderland' and 'Peter Pan,' which both are, perhaps, a little dubious): H. G. Wells, 'The Wonderful Visit and Some Short Stories'; Graham, 'The Wind in the Willows'; Morley, 'Where the Blue Begins'; de la Mare, 'The Memoirs of a Midget'; James Stephens, 'The Demi-Gods'; Garnett, 'Lady Into Fox'; Whitworth and Henderson, 'A Book of Whimsies'; and—well, all the rest are border cases. A book in this genre should namely, I think, to be the real thing, be neither macabre nor a mere sensational mystery story; neither primarily satirical nor an ordinary fantastic tale of the future or of some other world; neither a story of some invention or device nor a simple fairy-tale; neither a ghost-story nor a subtle metaphysical or psychological speculation; neither a detective mystery nor remarkable adventures in strange lands.

"Some of the works of Mr. Chesterton, Mr. Bennett, F. Anstey, and Lord Dunsany and a few others come very near to it, but are in my opinion just a shade different in character to the above-mentioned. But I am sure there exist many more examples of the simple, easy-flowing, whimsical, and immensely charming English fantasy, wholly fantastic and in reality profound in its simplicity, and I should be very grateful to know some of the titles."

The May *Bookman*, by chance, furnishes a partial answer to the Dane's inquiry, showing how "the smart young men" of our day are "turning to parables":

"Having had their share of realism and banter, and being perhaps afraid to express their idealistic moods in a manner straightforward, they are calling in the aid of gnomes, elves, and suchlike creatures. Marc Connelly tells us in his fine play, 'The Wisdom Tooth,' that a man must be a man, and that being a man means seeing your own aspirations clearly. Christopher Morley's 'Thunder on the Left' is the negative version of the same theme. Heywood Broun's 'Gandle Follows His Nose' is a more picaresque rendering. It is still the cry of the thwarted; but now our authors are protesting, not against America but against themselves, not against Puritanism but against Creation. Three more interesting literary performances than these will be hard to find, and each represents by far the best work of its author."

NOW, "CONDESCENSION" IN AMERICA

THE "CONDESCENSION" that Lowell found and deprecated in foreigners some fifty years ago "seems like respectful flattery compared to the condescension which Americans now daily display." Miss Agnes Repplier is the author of this charge, and she adds that our main justification seems to be "superiority of wealth." When Lowell wrote of foreigners he hardly went beyond the English, but the trenchant essayist of Philadelphia shows her compatriots turning up the disdainful nose at the whole of Europe. The fifty-seven years since Lowell wrote, so she ventures to suggest, is "not long enough for the civilizations of Europe to decay, and the civilization of the United States to reach a pinnacle of splendor." There has, moreover, "been no startling decline of European institutions, no magnificent upbuilding of our own; only a flow of gold from the treasuries of London, Paris and Rome into the treasury of Washington." The roll of names that Miss Repplier calls in the *Atlantic Monthly* seem to furnish plentiful support to her thesis. Only the quotations, if used in her spirit, will not serve to deck out this year's Fourth of July orations:

"When an American newspaper syndicate tells us that 'Dr. Frank Crane Explains Europe,' we wonder how he comes to know more than the rest of us about it, until we find he doesn't. 'There is only one thing the matter with Europe,' says 'the man with a million friends,' 'one root trouble from which all its difficulties spring. And the matter with Europe is that it has not yet learned to work and to love work. Europeans still idealize idleness. . . . What is happening now is that the people who are coming into power under the influence of democracy are getting tired of this sort of thing.'

"My only excuse for quoting these words is that they were written by an American adult, syndicated by American adults, and read by American adults, and that they may therefore be taken as representing one layer of the American adult mind. Now it is all very well for an ironical scientist, like Dr. Joseph Collins, to intimate that there is no such thing as an American adult mind, and that the great body of the people think like children until they reach senility and cease thinking at all. The fact remains that nobody but a moron has any right to

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> think like a child after he has ceased to be one. He goes on doing it because it is an easy, pleasant, and vastly self-sufficient thing for him to do.
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> "There does not seem to be much doubt on this score in the mind (I must continue to use the word) of the average American. The *Atlantic Monthly* published, in February, 1924, a paper by Mr. Langdon Mitchell on 'The American Malady.' The writer quoted a few lines from an editorial in the *Ladies' Home Journal*, August, 1923. 'There is only one first-class civilization in the world to-day. It is right here in the United States and the Dominion of Canada. Europe's is hardly second-class, and Asia's is about fourth- to sixth-class.' I verified this quotation, finding it a little difficult to credit, and borrowed it for a lecture I was giving in New York. My audience took it at its face value, and cheerfully, I might say enthusiastically, applauded the sentiment. It was evident that to them it was a modest statement of an incontrovertible fact, and they registered their cordial agreement. They seemed—so far as I could apprehend them—to believe that we were, like the Jews, a chosen people, that our mission was the 'uplift' of the human race, and that it behooved those who were to be uplifted to recognize their inferior altitude.
>
> "Is this an unusual frame of mind among educated Americans? Is it confined to Main Street, or to those who cater with shameless solicitude to our national self-esteem? Where can we find a better spokesman for the race than Mr. Walter Hines Page, a man to whom was given a hard and heartrending job, who did it superlatively well (even the animadversions of his critics are based upon the success of his activities), and who died in the doing of it, worn out, body and soul and mind, as if he had been shot to pieces in the trenches. Yet this able and representative American thought and said that Latin civilization was a negligible asset to the world. He could see little good in people who did not speak English, and no good at all in people who did not speak English or French. 'Except the British and the French,' he wrote to his son, Arthur Page, in December, 1917, 'there's no nation in Europe worth a tinker's damn when you come to the real scratch. The whole continent is rotten, or tyrannical, or yellow dog. I wouldn't give Long Island or Moore County for the whole of continental Europe.'"

Miss Repplier wonders if one can truthfully say that Switzerland, Denmark and Holland "are rotten or tyrannical or yellow dog." She also throws Rome into the balance with Long Island and Moore County:

> "It was a curious estimate of values. Long Island is a charming place, and very rich. Moore County is, I doubt not, one of the most beautiful tracts in a supremely beautiful State. . . . Mr. Page admitted that the Danes were a free people, and that Switzerland was a true republic, but too small to count—a typically American point of view. To interpret life in terms of size and numbers rather than in terms of intellect, beauty, and goodness is natural for a patriot who has more than three million square miles of country, and over a hundred million countrymen. As Walt Whitman lustily sang:—
>
> 'I dote on myself—there is a lot of me, and all so luscious.'
>
> "That Mr. Page clearly foresaw the wealth and strength that would accrue to the United States from the World War proves the keenness of his vision. In 1914 he wrote to President Wilson: 'From an economic point of view, we *are* the world; and from a political point of view also.' That he was sure this wealth and strength were well placed proves the stanchness of his civic pride. 'In all the humanities, we are a thousand years ahead of any people here,' was his summing-up in a letter to Mr. Frank Doubleday, 1916. Even our reluctance to credit Prussia with militarism showed the immaculate innocence of our hearts. 'There could be no better measure of the moral advance that the United States has made over Europe than the incredulity of our people.' Finally, in a burst of enthusiasm, or sentiment, or perhaps homesickness, comes a magnificent affirmation and elucidation of our august preeminence: 'God has yet made nothing or nobody equal to the American people; and I don't think He ever will or can.' Which is a trifle fettering to omnipotence.
>
> "Mr. Page's Americanism being what it was, I can not help thinking that his countrymen might have more readily forgiven his admiration for the admittedly inferior qualities of Great Britain. His regard for England was not wholly unlike the regard of the English for the United States in Mr. Lowell's day: a friendly feeling made friendlier by a definite and delightful consciousness of superiority. Ten months before the war, he wrote to President Wilson: 'The future of the world belongs to us. . . . Now what are we going to do with this leadership when it falls into our hands? And how can we use the English for the highest uses of democracy?'
>
> "The last sentence is a faultless expression of national condescension. It would have given Mr. Lowell as much entertainment as did the comments of his British acquaintances. I know nothing to put by its side, because it is so kindly meant. Our lordliness is, as a rule, a trifle more severe, tinged with reproof rather than sweetened with patronage. When the Locarno Conference progressed to its satisfactory conclusion without our help or hindrance, a leading American newspaper seized the opportunity (which was not a good opportunity) to assert our domination over Europe, and to remind her of the finality of our verdicts. If our President urged 'international agreements,' his words must be received outside the United States as 'a warning that this Government, as represented by Mr. Coolidge, will accept no excuse for war anywhere.'

REVIVING THE ATMOSPHERE OF 1850

These young ladies in Victorian crinoline, employees in the offices of the Consolidated Gas Co., acted as ushers at the farewell ceremonies to the Academy of Music.

> "But why, in heaven's name, should any European nation offer an excuse to Mr. Coolidge for anything it feels disposed to do? If it belongs to the League of Nations, and undertakes, however lamely, to go to war on its own account, excuses are in order, but not to Washington. Even in the World Court we share our rights and responsibilities with other Governments, and accept or reject excuses in accordance with the will of the majority."

There is much more to the same effect in the *Atlantic* essay. But we close with one more observation:

> "A point of difference between the condescension of foreigners in 1869 and the condescension of Americans in 1926 is that the magniloquence which amused and ruffled Mr. Lowell was mainly spoken (he was in a position to hear it both at home and abroad), and the magniloquence which to-day ruffles without amusing sensitive foreigners and Americans is, as I have shown by liberal quotations, printed for all the reading world to see. An editorial in *Current Opinion* modestly suggests that 'Europeans might learn a good deal if they would come over here, study the history of America since the war, and try to imitate our example.'"

THE TRIUMPH OF CANTERBURY

WHILE IT IS STILL DEBATED whether the Church should mix in worldly matters, the Church in England has done a notable bit of secular peacemaking. It is, we are told, the Archbishop of Canterbury who is mainly responsible for the end of the British general strike, he who pronounced the formula which solved the crisis which had balked Cabinet and strike leaders. Tho denied the use of the Government radio and space in *The British Gazette*, the official mouthpiece of the Government, the aged Primate of all England addrest himself to Parliament and King, broke the weight of Tory influence and bent all to the persuasion of the Church. His formula for ending the strike embodied the essential terms of the plan officially prepared by Sir Herbert Samuel who, as chairman of the Royal Commission which investigated the coal industry, acted as mediator in the negotiations. The plan was adopted by Prime Minister Baldwin and was approved by the strike leaders. The venerable Primate laid down that the general strike should be canceled, that the mine owners should withdraw their notices of lowered wage scales and that the Government should renew its offer of assistance to the coal-mining industry "for a short, definite period." This formula, we are told, had the backing of every religious body in Britain, so that Canterbury was again a voice in authority. On this side of the water some of the secular papers acclaim the Archbishop's achievement as a great triumph of the Church. In the words of the St. Louis *Post-Dispatch:* "Thoughtful men and women everywhere bow to the Archbishop of Canterbury for the inestimable service he rendered in the crisis. And to appreciate the aged Primate's part in this triumph of common sense—he is seventy-eight years old," goes on *The Post-Dispatch,* "we must follow him in the rounds of his courageous, resolute activities":

> "We find him in the presence of the King, whose intervention in the cause of peace may, inferentially, be accredited to the earnestness of his pleading. We next behold him dominating what has been described as 'one of the most remarkable conferences of recent English history.' The Church, the Lords and the Commons, representatives of the mine owners and the miners were in attendance. Only the Government was absent—and that by reason of Baldwin's ultimatum that the strike must be called off before the Government could enter into any discussion of a truce.
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> "Only a glimpse at that conference has been furnished by the news, but imaginably it will be one of the dramatic chapters in the narrative yet to be told. That brief glimpse, however, reveals the bitter opposition of the Tory element that turned a deaf ear to the venerable peacemaker's entreaties. But they were not all bitter-enders on the Tory side. The richest peer of them all favored moderation, and other voices exprest the same sentiment. From there the Archbishop went to the Prime Minister's home, and presently his labors were rewarded with the announcement that the war was over.
>
> "So the Church has reasserted itself in a time of peril that threatened the stability of parliamentary government everywhere. And it has done so imposingly and in conformity with the fundamentals of religion and its most auspicious traditions. There was never an appeal to force in this crusade. The only powers invoked were the powers of justice, of humanitarianism, of enlightened action. Here was a warrior of the Lord enlisted in the cause of righteousness, armed only with the weapons of moral suasion.
>
> "In a day when the Church is charged with decrepitude, with having no vital message for mankind, with having abandoned its high prerogatives, with having turned from Christ to Cæsar—in such a time it has resumed its ancient character and achieved a victory which should be a driving lesson to all men who wear the cloth and betray the creed.
>
> "We do not pretend to say what significance this accomplishment may have, but the moral seems to be plain. It is this: The church is as great or as impotent as the churchmen."

From the Keystone View Company

BRITAIN'S PEACEMAKER

The Archbishop of Canterbury, who, "in a day when the Church is charged with decrepitude," is said to be chiefly responsible for the end of the British general strike.

The attitude of the Church is the more surprizing, in the opinion of the Baltimore *Sun,* because, "as a body, the clergy has been notoriously Tory." But in the strike it was indubitably on the side of labor, we are told, and the Archbishop of Canterbury's proposals were essentially favorable to the labor cause. And some of the noted bishops, notably the Bishop of Southwark, a district populated by workers, we are told, express themselves vehemently for peace and on terms satisfactory to the men. The explanation, thinks the Baltimore paper, is probably twofold:

> "The clergy were moved by the judgment on the strike that prevailed among a great body of moderate opinion. But behind that is the fact that the higher clergy in the industrial districts have been pleading the workers' needs for several years, even while remaining Conservative, and numerous rectors in the poor

sections have been amazing their families and friends by considering outright Socialism.

"It is an extremely healthy sign. Undoubtedly part of the social and economic difficulties of Britain is due to the feeling that the working class is entitled to enough to live on and no more—a feeling that, practically applied, often results in the workers getting less than enough to live on. It is an attitude cruel in itself, and increasingly cruel because, when an industry becomes financially weak, the tendency of ownership is to seek relief in lowered wages or increased hours, without giving a thought to the question whether management has become inefficient. The cry of the clergy now becoming bolder and bolder against adding to or continuing the ills of the workers may be as helpful to the country as it must be reinvigorating to the clergy itself."

It is noted by the Syracuse *Post-Standard* that Sir Herbert Samuel, "who years ago renounced a partnership which promised to add greatly to the great wealth he had in order to work politically for the alleviation of poverty and injustice among the workingmen, was the Archbishop's efficient coadjutor." Thus it was "the leading churchman of England and (with the single exception of Lord Reading) the leading Jew who were the powers in Britain's latest crisis." On such an occasion it would not be amiss to give a biographical note on Randall Thomas Davidson, Archbishop of Canterbury, ninety-fourth in that notable succession of which Augustine, sent by Pope Gregory in 597, was first. In the Baltimore *Sun* we read:

"His immediate predecessor, Dr. Temple, was known for his strength and his readiness for battle. But Dr. Davidson had risen direct through the church instead of through the vitalizing life of the schools, and on this side of the ocean he had not been generally regarded as a likely leader save in matters clerical.

"There, to be sure, he was highly esteemed as organizer of the Lambeth conferences, to which from all over the world came the bishops affiliated with Canterbury. Latterly, too, he has been active in making overtures for a union of the Christian Churches. But few expected to see him stride across the bridge from Lambeth Palace (the Archbishop's ancient London residence) to the Houses of Parliament and say his mind so clearly as he did.

"Dr. Davidson was born in Scotland, April 7, 1848. Perhaps from that land he brought his hostility to snobbery and disregard for form which was to find expression in his occasional contemptuous sneers at 'shovel hats and gaiters' with which he shocked some of his conservative bishops.

"Within three years of his ordination in 1877 he was made secretary to Dr. Tait, then Archbishop of Canterbury, whose daughter he had married in 1878, and on Dr. Tait's death was kept in the same post by Dr. Benson, whom Queen Victoria named in the succession. A little later Dr. Davidson was rewarded with the coveted post as Dean of Windsor, which carries automatically the chaplaincy to the Queen. Incidentally, on taking office, he was staggered to learn that the Queen did not know him by sight.

"In 1891 he was promoted to the bishopric of Rochester, which takes in most of the area between the Thames and Canterbury, and became special adviser to Victoria. Five years later he was made Bishop of Winchester, an ancient see dating back to the days when West Saxony was a kingdom and to this day regarded as ranking with London and Durham, and exceeded in importance only by the Archbishoprics of Canterbury and York.

"Thus when the primacy itself became vacant in 1903 Dr. Davidson was admirably equipped by his long state and clerical training for the post."

A NEGRO MODERATOR

"UP FROM SLAVERY" might well entitle the life story of the Rev. H. H. Proctor, negro head of one of the most important organizations of the Congregational churches of America, the great majority of which are composed of white congregations. For tho this negro preacher was not a slave himself, he was born a few years after Appomattox of parents who had been slaves. He is now the Moderator of the New York Association of Congregational Churches, to which he was unanimously promoted from Vice-Moderator by 400 delegates, most of them white men and women. The total membership of the group represented, according to press reports, is 31,000, of which less than 5,000 are colored. The meeting was held in St. Mark's Church, Brooklyn, and after the new Moderator had been cheered to the chair he reminded his hearers, as reported in the New York *World:*

P. & A. photograph

HIS COLOR NO BAR

The Rev. H. H. Proctor, who, born of parents who had been slaves, is now Moderator of the New York Association of Congregational Churches which is predominantly white.

"It was sixty years ago that Henry Ward Beecher dedicated this church and here sold negro slaves. I am a son of that race that was bound in the chains of slavery, and it is fitting that I should be able to stand up here to-night and say that I, whose father and mother were slaves, am a free man and given such a high tribute as this by other free men."

The election of Dr. Proctor is the culmination of a career of striving. He was born in 1868, near Fayetteville, Tennessee, the son of Robert and Mary Proctor, who worked on a plantation as slaves until the end of the war. He was graduated from Fiske University, Nashville, Tennessee, in 1891, receiving the degree of Bachelor of Arts, and in 1894 he received the degree of Bachelor of Divinity. In the same year he was called to a church in Atlanta, Georgia, where he remained twenty-five years. When the United States entered the World War General Pershing commissioned him to visit the negro troops at the front and to act as their spiritual adviser. He became pastor of the Nazarene Congregational Church, Brooklyn, in 1919. The New York Moderator, we are told, looks upon the honor accorded him as an evidence of Christian liberality and of the decline of race prejudice. Looking to his own people, he believes, as he is quoted in the New York *Evening Post:*

"The one compelling need of the negro in this hour is an adequate church life. One of the great handicaps of the colored race has been that it has not had sufficient variety in denominational life. It needs a larger opportunity for expression.

"As the race drifts northward, would it not be a good thing to stretch a chain of churches across the continent for their salvation? The church of to-day must not only hold services; it must render service. This is particularly true of the church that is going to shape and mold the colored people now drifting northward.

"In Greater New York there are 500,000 colored people. Only 50,000 are in the churches. The reason is not that the race has lost its spiritual longing, but that the church has not kept pace with the needs of this progressive people. New York is the center of American life. As goes New York so goes the nation, politically, commercially, socially and religiously. This is therefore the place to build the first unit of a chain of churches across the continent that will function in the entire life of the negro people."

THE "ROW OVER THE KID"

BACK AND FORTH LIKE A SHUTTLECOCK it goes. The responsibility for the alleged waywardness of modern youth is never definitely fixt. If it isn't the home, which has surrendered its task for the pleasure of the moment, it is youth itself which has broken all bounds and bonds in the search for adventure. Or it is Prohibition, which has brought about a lax observance of all laws; or science, which has broken down the altar of faith and sent youth out without regard for tradition and without respect for the Decalog. Meantime, there is a growing suspicion that the indictment against youth would fall to pieces if prest for proof. Youth, it is being said, is no worse than it has ever been since the serpent spoiled the tranquillity of Eden. "There has always been a row over the kid," writes William Allen White in his Emporia *Gazette*. "Adam and Eve," he says, "probably were scared and amazed when Cain came, and were frightened over Cain and Abel from the start." This, says the noted editor, has come down to us.

> "Every generation has been frightened by what it begot, and has been inclined to deny its spiritual parentage.
>
> "This ancient terror of offspring, this fear of wise childhood, comes because we can not mirror ourselves accurately.
>
> "We dislike to realize and vehemently deny that the child is the product of the home.
>
> "There is really little wrong with any generation; precious little wrong with the younger generation. It is excited and nervous, and is coming into the world rather precociously.
>
> "It is discovering a lot of things in its teens that its fathers and mothers learned in their twenties and thirties, and the revelations are for the moment disconcerting and disastrous.
>
> "But the child, even to-day's child, even the flaming youth about which we are all so worried, is merely a product of the modern home—the product of an environment which we of this generation have created.
>
> "The home is to blame chiefly for the faults of the child. The jazz age of to-day was preceded by the bridge age, and the war-work age, and the nervous, fluttering age of yesterday in the American home.
>
> "We have got what we have bred, and our home environment has made our children.
>
> "The new child may be no better and surely is not greatly worse than the child of yesterday, but he is different.
>
> "And now the school must take the matter in hand. The school must recognize new problems and meet them in a new way. It is the greatest adventure in the world, this schoolmaster adventure, in mapping out a new course for youth in the New World.
>
> "When we Emporians pass a school-teacher, we should lift our hats, for there goes the savior of all the waste of this generation in the home."

It is a familiar charge that the home is the fountain of all youth's troubles, observes the New York *Times*, on another occasion, adding that "the pursuit of pleasure by the elder generation, to the neglect of the old decorum and the old duties, has been sufficiently stigmatized in sermons, in the movies and in the books written by the young in their own defense. What has not been quite proved is the sequence of cause and effect." The question is: "Has the young generation left the home because home has ceased to be what it once was, or has the home grown frivolous because the children have left it?" And the answer:

> "Economic forces have been battering at the integrity of the home. Self-supporting young Jack and self-supporting young Jill look for their interests and their amusements in the outside world where they earn their living. When Jack and Jill have gone out for the evening with their separate latchkeys, what is there left for the parents to do but seek outside recreation on their own account?
>
> "It can not be solely parental self-indulgence that has led to the abnegation of parental responsibilities. On the contrary, the abnegation has often been a sacrifice, undertaken for the children's own good and in a spirit of humility. For perhaps a generation it has been driven in on the fathers and mothers that they really are not best qualified to look after their children This begins with the infant, who, as the specialists have pointed out, is much better off with an experienced nurse than when exposed to the amateur if loving ministrations of the maternal instinct. The young child is better off under expert guidance in the model kindergarten than at the lap of his unpedagogical mother. The boy and girl are obviously better prepared for the citizenship of adult life at school than they would be under the fondest and most skilful paternal tuition. School, camp, Boy Scouts, play club—the superiority of expert professional direction outside the home has been unceasingly emphasized, until the conscientious mother has been educated to the belief that if the child is to thrive, it must be outside of the home.
>
> "The most conscientious mothers are thus likely to give the impression of being the most frivolous mothers. They have delegated, resigned, abdicated—but not for the motive usually assumed. They have sent their children out into the world for the youngsters' own good. When the children grow up they refuse to come back. Father and mother at home are lonely. They call a taxi and go out to a show."

THE OPEN DOOR OF THE Y. W. C. A.

THE DOOR TO THE Y. W. C. A. is opened at last also to those who are not of the Protestant evangelical faiths. The victory of the "liberals" came as the climax of six years' discussion, the vote at the National Convention recently held in Milwaukee being 1,174 to 199. The amendment permits any person who declares belief in the principles of the organization and desires to share in its Christian fellowship to become a voting member. It is left to the individual association, however, to decide whether to operate under the new rule, and, in order to insure that the policies of the organization shall continue to be an expression of the evangelical spirit, there is a proviso that at least three-quarters of the governing board of every association must belong to churches eligible to membership in the Federal Council of Churches of Christ in America.

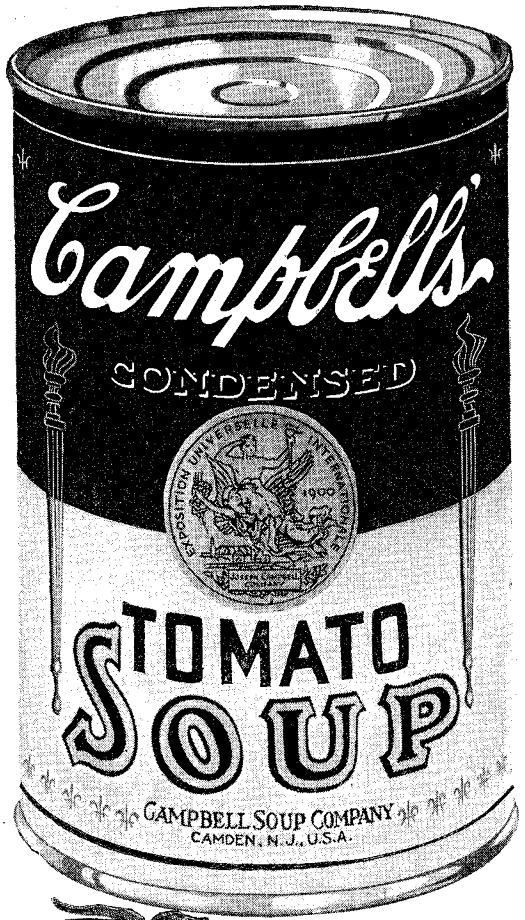
Strangely enough, among the chief opponents of the amendment was a Japanese delegate, Miss Michi Kawaii, who was fearful of the effect in her country. She asked:

> "How can you in this great Christian country, where you have nothing to lose by declaring your belief in Christ, think you have need of hedging for the sake of money, of power or popularity? Are you not willing to suffer a little martyrdom? In our country we Christians have sacrificed home and money and position in order to follow Jesus Christ.
>
> "We are very unpopular, but we are not aiming at popularity. Many in our country would like to enjoy the privileges of our associations, declaring themselves in sympathy with our Christian purpose, but unwilling to join the Christian Church. If we have to sacrifice a large membership to forwarding the Christian ideal, we are ready to do so."

However, the Brooklyn *Eagle* points out that "with entire reverence, the leaders of the movement can claim that their course is what Jesus Himself would have approved. He was never exclusive. He belonged to all humanity." The New York *World* believes that the change "should be welcomed by public opinion," and fails "to see how it can anywhere prove a source of future embarrassment." As *The Congregationalist* sees it:

> "The door to full membership in the association is now open to all Christians without reference to denominational labels. Altho this step has been opposed by many who fear that the evangelical character of the movement and its connection with the church would thereby be weakened, the real inwardness of the tendency is quite otherwise. Those who have been working for the change have done so because of their conviction that thereby the association would be in a stronger position to serve the church. They felt that in many communities the new plan would make it possible for the association to establish contacts with earnest and idealistic women who are not now church members but who, as a result of their experience of Christian fellowship in the association, would come to a desire to be associated with the church."

Such delicious soup! So easy to serve!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CONDENSED
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TOMATO SOUP
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It's a wise housewife who follows this rule: "I want and I will always try to have the very best quality of food for my table. I will take advantage of every help to get it."

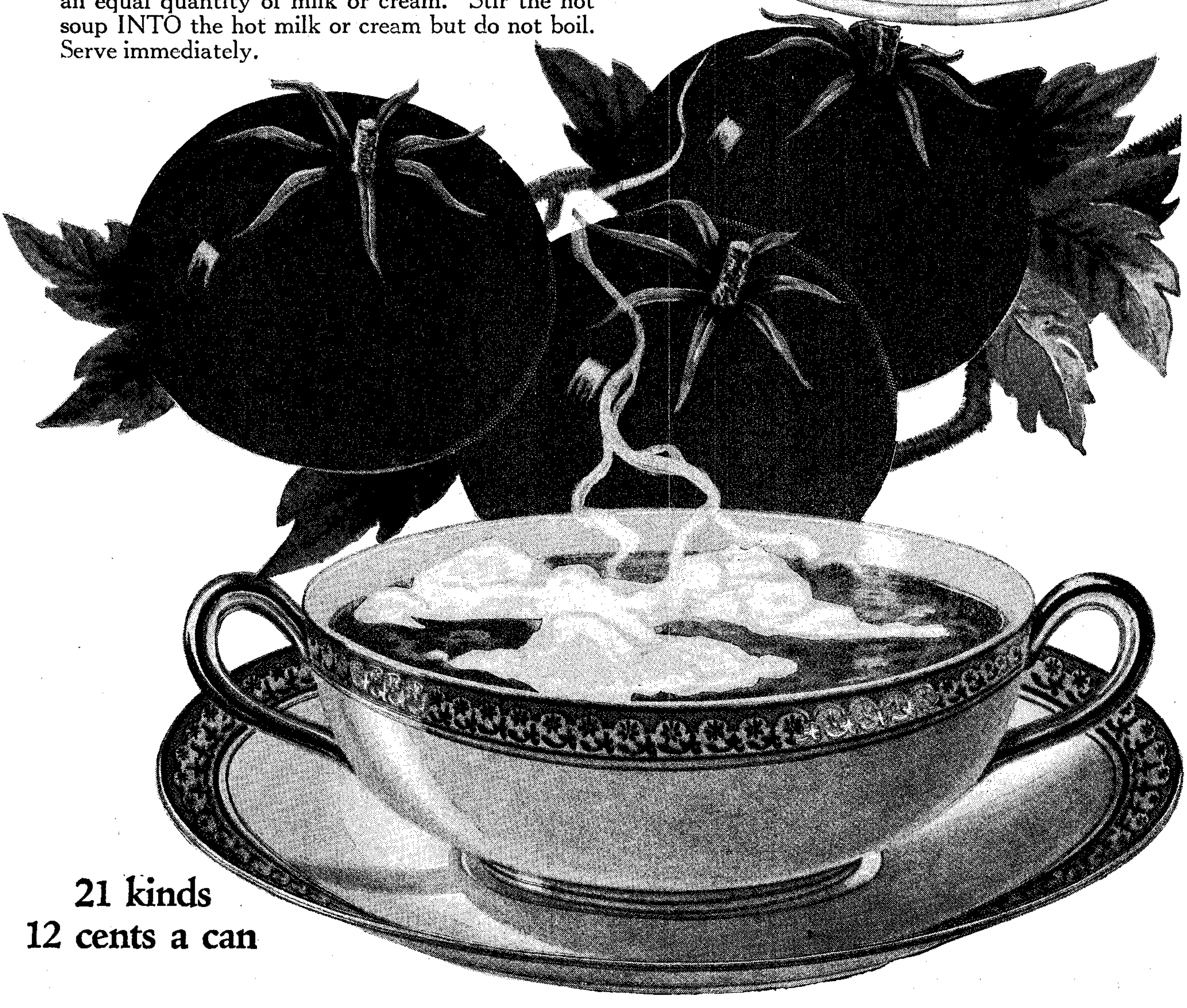
Do you realize that Campbell's great, spotless kitchens and Campbell's famous French chefs are at your service every day? Do you know how much they can help you to brighten your meals and make all the food taste better?

Serve Campbell's Tomato Soup today—for luncheon or dinner or the children's supper. See how everybody enjoys it and what a sparkle it gives to the whole meal.

Then just think how easy and convenient it is for you to provide the family regularly with such appetizing, wholesome, healthful soup!

Cream of Tomato Soup!

Heat the contents of can of Campbell's Tomato Soup to the boiling point in a saucepan after adding a pinch of baking soda. Then heat SEPARATELY an equal quantity of milk or cream. Stir the hot soup INTO the hot milk or cream but do not boil. Serve immediately.



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12 cents a can

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

THE trouble with quoting "occasional" poems is that their timeliness is somewhat past. *The Century* enables us to follow the calendar almost but not quite:

THE SECRET

By Catherine Parmenter

Her life is one of sweet serenity
Within the small New England town, and still
Each year when summer pipes beyond the hill,
And blossoms cling to every lilac-tree,
She makes a journey of a few short days,
And by a grave at Gettysburg her tears
Fling back the conquering legions of the years;
Once more she wanders youth-enchanted ways
Where young lips met, and young hearts trembled to
The love-songs of the ages, while the trees
Stirred softly in the twilight-haunted breeze,
And April stars awoke the deepening blue.

"A typical old maid," the neighbors say—
But oh, they know not her Memorial day!

The prince who did not withhold the awakening kiss might call this one a poltroon. *The Atlantic Monthly* prints the poem:

AND WHEN THE PRINCE CAME

By Robert Hillyer

May the castle lie in slumber
For another thousand years,
Beldame fallen by her spindle,
Sentries full-length by their spears.
Sleeping hands no toil shall cumber,
Sleeping hearts no love shall kindle,
Sleeping eyes are void of tears.

May the blue flame in the hallways
Burn like tapers by the dead,
May no clarion of duty
Rouse the old King from his bed,
And the Princess, may she always
Lie in peace, for Sleeping Beauty
Blossoms only to be shed.

In my vision I had bound her
To my fate, a mortal wife
Wakened from a sleep immortal
By the urgent kiss of life.
But I left her as I found her
And above the southern portal
This I lettered with my knife:

"Loves there are that feast in giving;
Slumber still—my love was such;
Bonds that strengthen as they sever,
Lips that pause and will not touch.
Sleep, Beloved, safe from living;
Sleep, Beloved, safe forever
From the one who loved too much."

Dedicated to ghosts might be the subtitle of this in *The English Review* (London), tho against the author's intention:

THE NEW HOUSE

By Eric Chilman

I built, when love and I were wed,
A house against the cold.
No ghost will travail here, I said,
Until these walls be old.

There are no shades of perished men
In ingle or on stairs,
But time will speed apace, and when
Our lives are old affairs—

Some far-off eve, when the moon pours
Its chill, uncertain shine—
Two ghosts may walk these crumbled floors,
And they be yours and mine.

The fern leaves unfold this month and the seven hundredth anniversary of St. Francis of Assisi occurs this year, which facts inspire these verses in *The Stratford Magazine* (Boston), tho there is room for argument about the parallel:

LITTLE BROTHERS OF ST. FRANCIS

By Emma Smuller Carter

Some *wee* brown monks are biding
In my spring garden bed:
Beneath their close cowls hiding,
They stand with bended head.

I know, in summer weather,
They'll fling their habits down,
And be quite gay together,
These friars of orders brown.

They'll deem this strict seclusion,
These vows of poverty,
A dream and a delusion,
When Fortune's smiles are free.

For Fortune makes a test of us,
When suddenly she turns:
So very like the rest of us,—
I may not say, the best of us,—
Are you, my fronded ferns.

Some one has called attention to the fact that man has at least one superiority to the lower animals—the power to say no to himself. *Pasque Petals* (Aberdeen, S. Dak.) makes its début in May with this thought somewhat brusquely put forth:

SELF

By Doane Robinson

I saw a brazen thing
With carmined cheek,
(And a mercerized leg
Draped over the arm
Of her easy chair)
Yapping about self expression.
Bah!
The wild asses of the desert,
And the chittering hyenas,
Have self expression
In full measure,
And they remain
Asses and hyenas,
While man, through self denial,
Has attained some semblance
Of the divine.

A newspaper with a Gaelic title drifts in from Dublin—*An Phoplacht* (The Republic) with this touching commemorative poem:

EASTER WEEK

Ten Years After

By P. F. L.

Then peace be to their ashes and the clay where they are laid;
On those bright gallant hearts light may it lie,
And may the land that bore them for the sacrifice they made
Close press them to her bosom with a sigh.

The grey cloud shadow passes and the knot-grass swings and sways,
And with the sombre ivy makes a pall,
And in the quiet brook that skirts the cemetery plays
The minnow on the shadow of the wall.

A working bee on business and a butterfly intent
On pleasure pass together o'er the stream;
The place of tombs to which of late so many heroes went
From battle, now is quiet as a dream.

The writer of these verses in the London *Spectator* is obviously just a little annoyed with the male species:

ADAM AND EVE

By Rose Fyleman

Eve: What should we do, love, if the sun should fail,
(There have been times when he grew wan and pale)
If he his daily task should not complete,
Nor give his kindly boon of light and heat?
Some day he may be weary and foredone—
What shall we do if we outlive the sun?
And those frail, pretty stars, and that weak moon,
Surely their strength will be exhausted soon;
How we shall grieve when they have spent their light,
How we shall miss them from the sky at night!

Adam: Vex not your thoughts about yon flaming ball;
I'll find another should it fail or fall;
Borrow the eagle's wings that I may fly
And set it on its path across the sky;
Sojourn a little space in that high air
And put the stars to rights while I am there.

Eve: How brave you are, my Adam—brave and wise,
More marvellous than the whole of Paradise.
Yet now I see my thoughts were foolish ones.
He who made you can make a thousand suns,
And He who rules the even and the morn
Can scatter stars as I these grains of corn.

Adam (rather annoyed): *No, I shall see to it, myself.*

You who follow the birds' migrations may muse on this from the Kansas City *Star:*

SPRING

By Lowe W. Wren

The catbird prowls the lilacs once again,
His low, weird notes a puzzle to the ear,
Unlike Cock Robin's voice—as joy to fear.
I wonder that they both come back each year!

And here's that thief, the blue jay, bold as when
He left last fall. Loud are his screams of hate,
And Jenny Wren builds on, thrilled by her mate.
I wonder, Spring, if you hold hands with Fate!

Where the Laureate neglects Mr. Noyes fills in the breach. Recent events called this out from him to the columns of *The Morning Post* (London):

ENGLAND FIRST

By Alfred Noyes

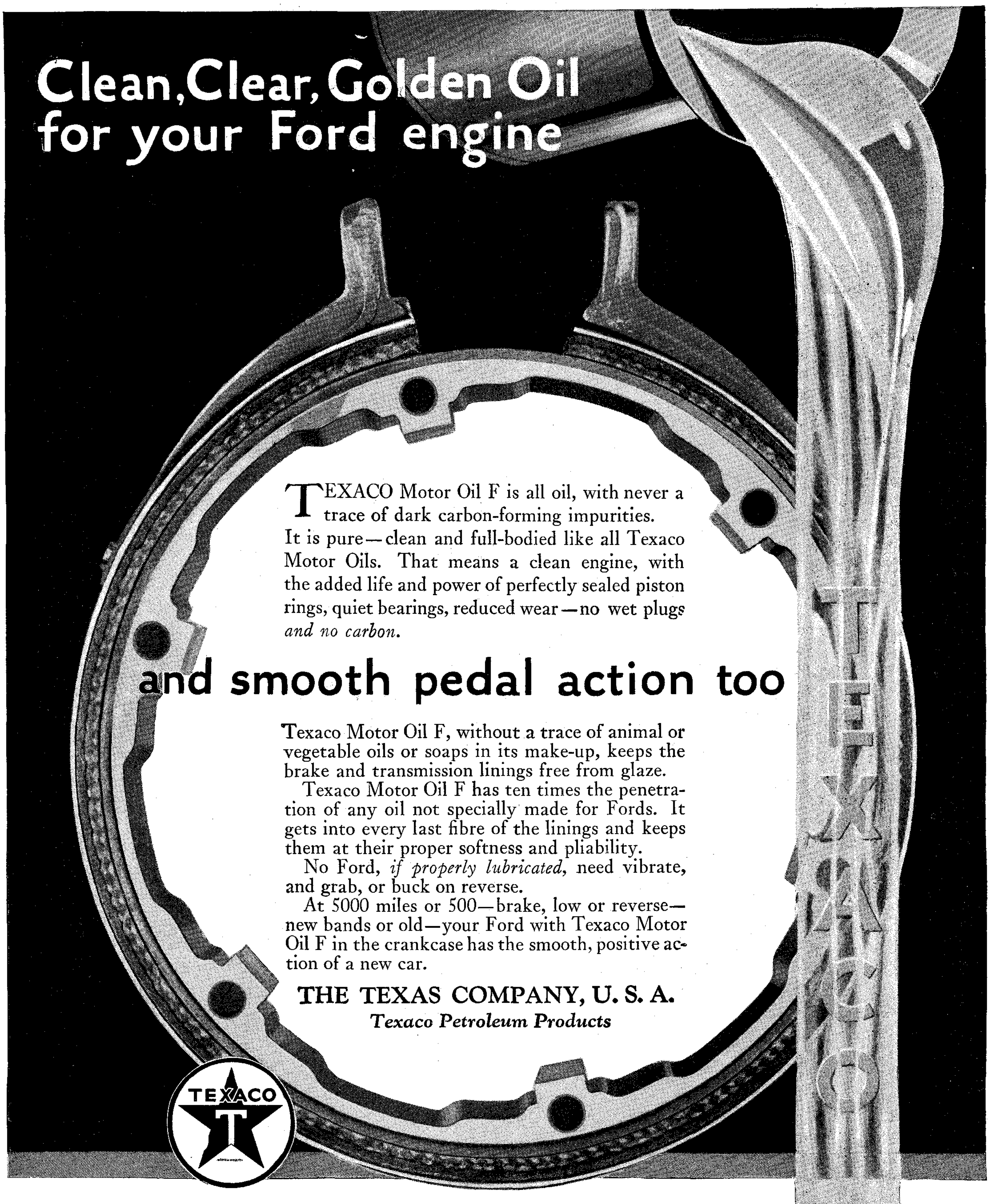
Self against Self! And England—what of her?
England, that like a laboring Titan rose
Upright, beneath a load none else could bear,
And shamed the hope of all her envious foes?

They hoped to see her broken; to see her fall.
She towered to her full stature through the night;
And, on her conquering face, before them all,
Caught the first splendor of the world's new light.

Self at blind war with Self, to-day she stands;
As once her Shakespeare, with his heart on fire,
Foretold her; while those eager alien hands
In the outer dark, prepare her funeral pyre.

In such a war, the very victors lose!
Each for defeat; or all for England?—Choose.

Clean, Clear, Golden Oil for your Ford engine



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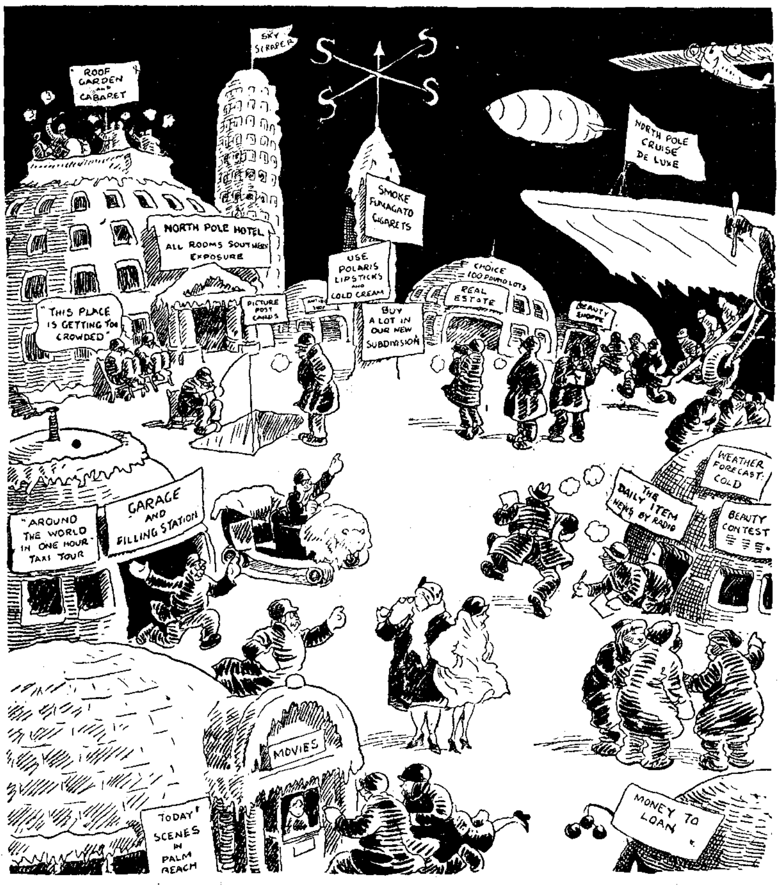
ALL ABOARD FOR THE NORTH POLE

SUMMER TRIPS TO THE TOP OF OUR PLANET are now in order, according to one expert observer of the stunning aerial achievements which have ranked the spring of 1926 as the most fruitful period in the whole heroic history of Arctic adventure. And, in view of the actual flights across the Pole, by airplane and airship successively (as set forth in previous numbers of THE DIGEST), there would seem to be nothing to prevent the running of week-end excursions to the upper end of the earth's axis, should a sufficient number of tourists "with the price" demand such a bus service. Indeed, Capt. Anton Heinen, the Zeppelin expert formerly connected with the navigation of the ill-fated *Shenandoah*, is quoted as declaring that American dirigibles "could have made the trip to the Pole and back two years ago," that "the *Los Angeles*, now being perfected at Lakehurst, could make the trip every week without special hazard," and that it may not be long "before airships are carrying crowds of 75 and 100 persons on excursions to the North Pole in perfect safety and comfort." Meanwhile the feats already accomplished along the air-line between Spitzbergen and Alaska, with the Pole for a half-way house, have released a world-wide flood of eulogy for the courage and dash of the flying explorers, and an intensified interest in further and more comprehensive search for land in the vast Tom Tiddler's ground between Alaska and the Pole. Neither Byrd nor Amundsen having sighted land—with the exception of certain "rocky islands" about the Pole, as observed by Ellsworth from the *Norge*—the burden of settling that question for all time is now left upon the shoulders of Capt. George Hubert Wilkins, organizing his forces at Point Barrow, Alaska, for precisely that purpose. Far from being discouraged by the negative reports of the two expeditions concerning the existence of terra firma beneath the western Arctic fogs and ice, the backers of Wilkins feel that the occasion is pressing for his special phase of polar investigation, and, according to the Detroit correspondents, have sent him a wireless reading:

"While neither the Byrd nor the *Norge* expedition has found land, both have been positive in demonstrating the suitability of airplanes and airships for sustained Arctic flight. Thus, they have brought nearer the time of transarctic air commerce between the population centers of the world, but exploration has yet to determine whether islands exist that can be used as landing fields on transarctic routes.

"The Board of Control of the Detroit Arctic Expedition therefore agrees with you that the scientific and discovery program of the expedition should be prest forward as resources and opportunities permit, modified only through avoiding on its flight the strip already traversed by the *Norge*."


SKY SCRAPER
ROOF GARDEN AND CABARET
NORTH POLE CRUISE DE LUXE
SMOKE FUMAGATO CIGARETS
NORTH POLE HOTEL ALL ROOMS SOUTHERN EXPOSURE
USE POLARIS LIPSTICKS AND COLD CREAM
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BEAUTY SHOPPE
"THIS PLACE IS GETTING TOO CROWDED"
PICTURE POST CARDS
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"AROUND THE WORLD IN ONE HOUR" TAXI TOUR
GARAGE AND FILLING STATION
THE DAILY ITEM NEWS BY RADIO
BEAUTY CONTEST
MOVIES
TODAY! SCENES IN PALM BEACH
MONEY TO LOAN

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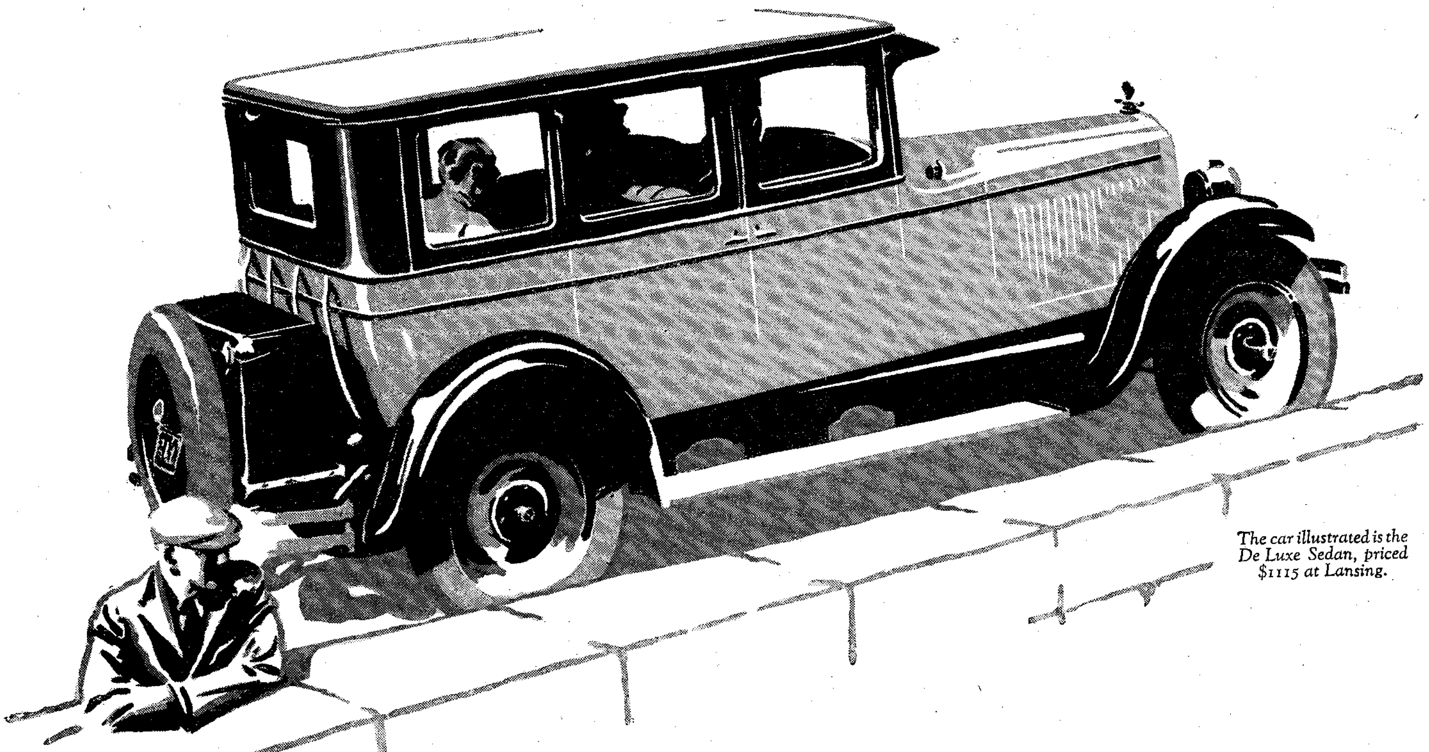
"IN A COUPLE OF YEARS"

McCutcheon's conception in the Chicago *Tribune* of the North Pole in days to come, now that communication has been proved easier than we used to think it was. Evidently the cartoonist believes that the hot dog follows the flag.

Mr. E. S. Evans, general manager of the Detroit Arctic Expedition, has intimated that Captain Wilkins and his aids may remain in Alaska all summer. There is a gasoline supply of 600 gallons now at Point Barrow—"enough to fuel the expedition's airplane, the *Detroiter*, for more than 1,000 miles of flying"; and a grand supply of 3,000 gallons more is on the way and will be due "just as soon as a whaling ship can get through the ice-packs."

In a copyrighted wireless to the New York *Times*, Fredrik Ramm, its correspondent aboard the *Norge*, recounts the arrival at Teller, Alaska, following a historic voyage enlivened at its latter end by a furious bombardment of ice fragments falling from the metal parts of the airship against the propeller and thence hurled through the dirigible's envelop. Passing briefly over the first day's travel north on Tuesday, May 11, he writes:

> The sun's position was favorable to ascertain our arrival at the Pole at 2:30 o'clock the following morning [Wednesday]. Here we went down to a low height and slowed down the engines. Captain Amundsen, Lincoln Ellsworth and Colonel Nobile dropt their countries' flags, mounted banner-like on steel-pointed rods. These rods steered themselves vertically into the ice and remained standing.
>
> The crew took off their caps during the ceremony, and it was a beautiful sight to see the flags against the glittering snow. We circled around the Pole and then set our course for Point Barrow.
>
> Now all were gazing for possible land ahead 2,000 kilometers (1,240 miles) never seen by human eyes. At 7 A. M. the Ice Pole was reached and its inaccessibility broken. The Pole of Inaccessibility or Ice Pole is the center of the Polar ice-pack, considered the most difficult point on earth for man to reach. The Pole of Inaccessibility is about 400 miles south of the North Pole in the direction of Alaska, its position being 83 degrees, 50 minutes north by 100 degrees west. Everybody shook hands warmly and all wore bright smiles.
>
> There was plenty of fog farther on, obliging us to go very high. Frequent openings in the fog, however, allowed us to view a wide area on both sides. There was no land. There were thick



The car illustrated is the De Luxe Sedan, priced $1115 at Lansing.

THOSE WHO TRY IT-BUY IT

Thousands of Oldsmobile owners first rode in it, drove it, put it to one test after another. They found that, attractive as Oldsmobile is in appearance, inviting as is its low price, its greatest excellence lies in performance. That is why you owe it to yourself to learn what these Oldsmobile owners know—base your decision on performance!

SEDAN
$1025
F.O.B. LANSING

We have secured a supply of Francis Birtels' interesting book "Conquering the Australian Bush." If you would like a complimentary copy address Olds Motor Works, Lansing, Mich.

OLDSMOBILE SIX
Product of GENERAL MOTORS

clouds overhead which later closed up with the fog underneath, obliging us to proceed slowly.

We went in the fog and our excitement began. We went down low but it was snowing. We tried the zone directly above us, but the hoar frost had started to settle and the outside metal parts and ropes grew thick with ice.

The fog was too high to pass over without too much loss of gas. Therefore we tried different heights. The meteorologist was always watching the temperature and the forming of ice. We found no height without this danger but chose one of the least dangerous altitudes.

Ice formed on the engine gondolas and rigging and dropt off in pieces and was then caught by the propellers and shot through the ship, together with the pieces of ice formed on the propellers themselves.

Photograph by Underwood & Underwood

JUDGE AN EXPLORER BY WHAT HE READS!

Lincoln Ellsworth in this picture happens to be holding—rather affectionately, unless our eyes deceive us—a periodical which proves on close inspection to be THE LITERARY DIGEST. Guided by the pictured motor ad, the explorers of our staff have been able to identify that particular number as our issue of July 4 last; and there, sure enough—facing that motor ad—was found the concluding page of an article, "Amundsen's Splendid Failure," dealing with last year's Amundsen-Ellsworth expedition.

These were very exciting hours, the crew being engaged continuously in patching up holes in the fabric covering the keel and all the air balloons. The gas-bags fortunately had been strengthened to meet this eventuality, but we could not know if our precautions had been sufficient.

Therefore, watching the ice-pack beneath us was no longer platonic but was mingled with the thought, how could we walk on it?

At last conditions grew better. We could pass under the clouds. Our course was kept by magnetic compasses, continuously changing as the elevation altered. Now and then the sun shone through the clouds, allowing observations to be made. Our sun compass, mounted outside on a solid block of ice, was out of use.

At last the sun gave a position line, pointing nearly north and south and crossing the Alaska coast closely west of Point Barrow. Our latitude position was uncertain. Measuring our speed in the fog was uncertain because our height above the ice could not be checked. Therefore we set our course along the position line.

We spotted land ahead forty-six hours after leaving Kings Bay. At 8:15 (Wednesday) we made out Point Barrow on the port bow. An increasing wind behind us helped our speed, but the visibility was bad.

Proceeding then became difficult, as snow hid the contours of the land. We went up through the fog, hoping to find better conditions to the south, but in vain.

At last we had to decide to go down through it, through the fog, but dreading a collision with the high Alaskan mountains.

We took astronomical observations until a favorable position of the sun gave us a position line pointing out Bering Straits, well clear of any land. We set our course along this and came down over the ice.

But now ice began to freeze anew on the ship. This time the situation was more critical, as all the materials for patching had been used up. No more glue was left.

Broken ice, drifting southward with the very scrong wind, indicated that we were far south and rather a long distance from land. Orders were given to the navigator to land anywhere, wherever it was possible to land the quickest.

Their eventual landing at Teller is duly recorded, and in a later dispatch Mr. Ramm gives us a taste of the aftermath of the great adventure:

Teller is a quiet place on the Alaskan coast. Its inhabitants are a few white men and some natives, living on the shore of a big lagoon between high, snow-capped mountains. It has suddenly become a center of interest with the landing of the Amundsen-Ellsworth-Nobile transpolar expedition.

Rumors running over Alaska about the landing of the white men brought Eskimos from all parts of the country to see the airship, now being dismantled on the beach. The metal frame of the ship now seems like the skeleton of a prehistoric monster, all the silk and canvas being stript off. This morning an airplane suddenly appeared in the blue sky. It proved on landing to carry a camera operator, come to take movies of the dismantling of the *Norge*. Two hours later another plane arrived for a similar purpose.

Colonel Nobile, commander of the *Norge*, in commenting on various aspects of the success of the flight of the *Norge* has this to say:

"The magnetic compasses functioned regularly, as foreseen, in accordance with experiences met before in the Arctic and as stated before the hop-off. We flew so far from the Magnetic Pole, 1,400 miles, that no trouble was to be expected. This was foreseen, but we could really trust only in the compass [deviation chart?] that we used in order to control the magnetic compasses. This control made it possible to steer when the sun compass could not function, the sun being hidden by clouds or fog.

"The radio goniometer which was of great importance before our arrival at Spitzbergen, especially on the way to Leningrad and Kings Bay, could not be used very much in the transpolar flight. However, it worked regularly until we were in 87 degrees of latitude on the American side of the Pole, but later it could not work, the antennæ being covered by ice.

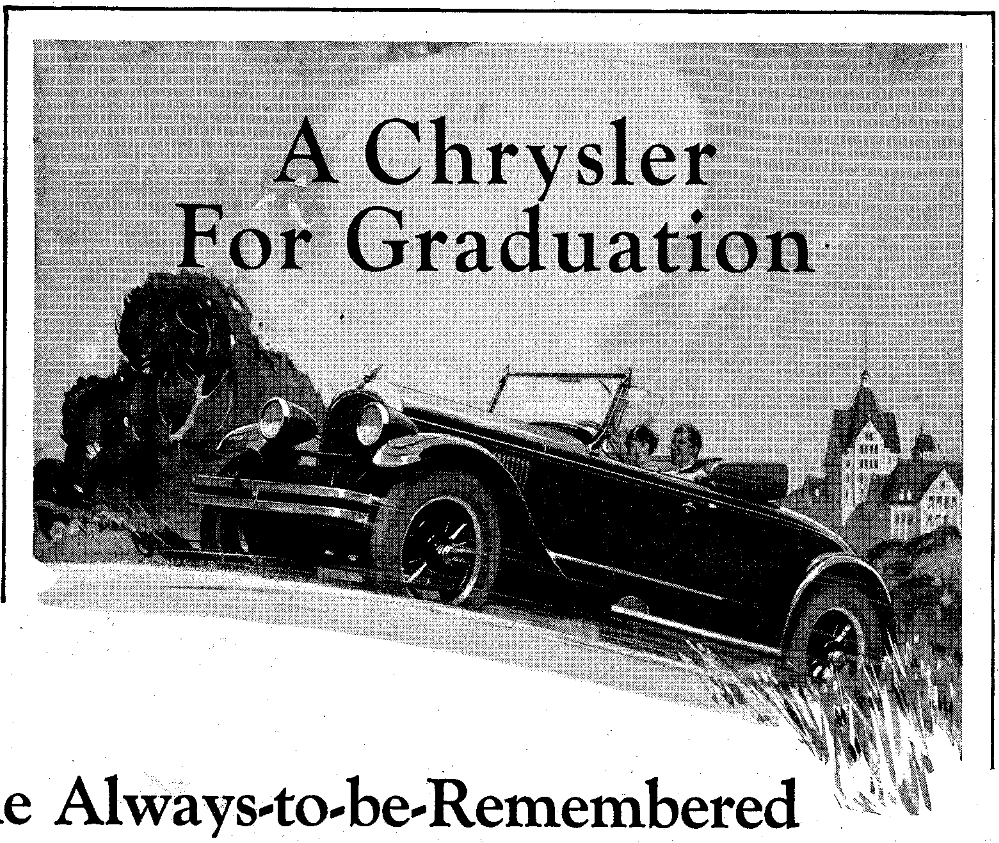
"This was not very important, because the direction was so well pointed out by the magnetic compasses and the sun compass that Point Barrow could easily be reached.

"The airship worked wonderfully. It has made a 171-hour flight from Rome to Alaska in spite of having to face bad weather and strong winds, increasing now and then to storms, over Northern France, Northern Russia, Barents Sea and Bering Sea. I am convinced that a ship of another type could not have covered this immense distance. I would not have made the flight if it had been made with another ship. The peculiar quality of the ship lies in its strength, notwithstanding its useful load, so big that in Spitzbergen we could take on board fuel enough to fly 4,000 miles. Our normal speed during the flight was about 57 miles an hour, and sometimes, when the wind was fast, about 65 miles an hour. If it had been necessary we could have made 77 miles an hour, this speed being the maximum of the ship.

"Many critics in different countries, and in Italy, too, stated before we left that an 18,500 cubic meter ship was too small for the flight. They said we ought to have chosen a greater one by far. Nobody knows better than myself the qualities of the *Norge*. The results of the flight have proved that the criticism was not well based."

Concerning the trouble arising from the formation of ice, Colonel Nobile explained:

"Before leaving I had no serious anxieties about the danger of ice covering the envelop, having made experiments in my laboratories during the winter. In fact, during the transpolar flight I did not consider it a serious risk for the ship to be loaded down by ice on the case or the envelop. We had, however, several times serious trouble by ice forming on the various



The Always-to-be-Remembered Climax of Student Days

It is nearing Graduation Day—the day which takes rank among the most important in the life of your daughter or your son.

And father and mother can exceed even the fondest hopes of the children by the gift of a Chrysler.

No other gift can stir such a grateful tumult in the heart of the graduate. No other gift will be recalled with such happiness and satisfaction in those later years when time has surrounded even with greater enchantment and charm the memories of this most glorious of days.

For what school or college girl and boy has not been enraptured by Chrysler's combination of dashing appearance and superlative performance?

Fleet and agile—economical and compact—safe and easy to handle—of enduring worth and proved long life—little wonder that the verve and sparkle and stability of its incomparable results so thoroughly satisfy the vivacious demands of younger America.

CHRYSLER SALES CORPORATION, DETROIT, MICH.
CHRYSLER CORPORATION OF CANADA, LIMITED, WINDSOR, ONT.

Chrysler Model Numbers
Mean Miles Per Hour

CHRYSLER "70"—*Phaeton, $1395; Coach $1395; Roadster, $1525; Sedan, $1545; Royal Coupe, $1695; Brougham, $1745; Royal Sedan, $1795; Crown Sedan, $1895. Disc wheels optional.*

CHRYSLER "58"—*Touring Car, $845; Roadster Special, $890; Club Coupe, $895; Coach, $935; Sedan, $995. Disc wheels optional. Hydraulic four-wheel brakes at slight extra cost.*

CHRYSLER IMPERIAL "80"—*Phaeton, $2645; Roadster (wire wheels standard equipment, wood wheels optional), $2885; Coupe, four-passenger, $3195; Sedan, five-passenger, $3395; Sedan, seven-passenger, $3595; Sedan-limousine, $3695.*

All prices f. o. b. Detroit, subject to current Federal excise tax.

All models equipped with full balloon tires.

Ask about Chrysler's attractive time-payment plan. More than 4300 Chrysler dealers assure superior Chrysler service everywhere.

All Chrysler models are protected against theft by the Fedco patented car numbering system, pioneered by and exclusive with Chrysler, which cannot be counterfeited and cannot be altered or removed without conclusive evidence of tampering.

CHRYSLER
"70"

metallic parts of the ship. In order to stop ice from being thrown on the envelop by the propellers we had to reduce the speed of the two lateral engines. This danger troubled us much on the flight.

"However, I am convinced this difficulty can be easily avoided on the next flight, either by covering the metallic ropes with fabric or having the propeller run inside a protectional ring. Of course, ice forming on the envelop without doubt represents additional weight, but not such a big one that the extra weight is of importance.

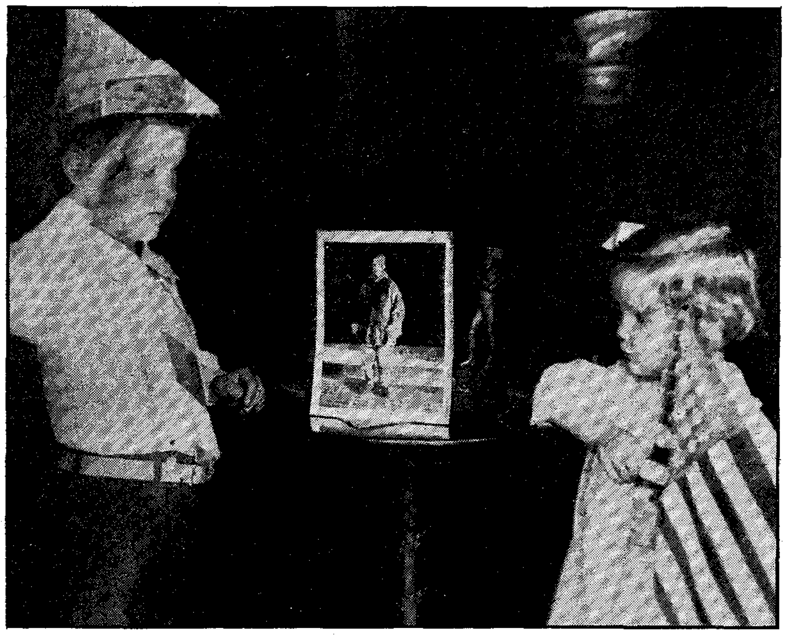
"It is possible that the forming of ice might have had importance if the ship had been blown about in fog for a long time. I noticed that the ice covering began to form when we went higher.

"I can not be sure that if we had continued the flight into the fog the danger would have been very great.

"The gas walls functioned perfectly. No ice formed on these, because the staves were protected against the cold air of the fog by special coverings and their metallic parts by a special substance, preventing ice from forming on them.

"I was very well satisfied with the precautions taken to protect the engines against the cold, which made it possible to have only two of the airship's three motors running. The third one was always warm and ready to be started at any moment.

"It was a bad thing that the wireless stations could not be heard after we passed the 87th degree of latitude on the American side. Then we had no reports of the weather conditions and could not choose our route according to the best meteorological situation. Southward, therefore, we had to continue our flight without knowing how the weather was in front of us. If we had received weather reports regularly we could have flown where the weather was good.



International Newsreel photograph

YOUNG BYRDS SALUTING PAPA BYRD

Richard and Evelyn, children of the first aerial explorer to cross the North Pole, pay honor to Lieutenant-Commander Byrd's photograph.

"When we landed in Teller we had fuel enough not only to reach Nome but to proceed 750 miles more to the southward. But not knowing how the weather was, it would have been very imprudent to continue the flight.

"The crew, during the flight, worked wonderfully for three days and three nights in spite of the fact that most of them were already tired when we left Spitzbergen, having had a hard job in Kings Bay preparing for the flight.

"Especially was I astonished over the calmness with which they faced the very serious dangers met at all times during the flight."

News of rejoicing in Italy over the feat of the *Norge*, and her Italian commander and mechanicians, prompted this pleasant editorial acknowledgment from the New York *World:*

ITALY'S SHARE IN THE POLAR EXPLOIT

"Flags were flying everywhere and processions filled the streets," runs a dispatch from Rome. The Italians might well celebrate the *Norge's* return, for in so far as the voyage over the Pole was an aeronautical triumph it was Italy's. Col. Umberto Nobile designed the airship; it was built under his supervision at the Stabilimonto Construzioni Aeronautics near Rome; and its three mechanicians were Italians. In the building of flexible dirigibles Italy has led the world, and Colonel Nobile—who came to this country in 1923 to help design the *RS-1*, our first semirigid airship, constructed at Akron—was known as the leading aeronautical engineer in this field long before Amundsen's flight was planned. Nor do Italians forget that the *Norge* kept in touch with the world through the invention of Marconi.

Even when the *Norge* was only at Spitzbergen, Colonel Nobile had much reason for his claim that it had already performed the greatest feat in dirigible history. It had not merely covered 7,600 kilometers on schedule time, but had overcome sudden and heavy changes of temperature and stormy headwinds between Leningrad and Vadsö. The extremely flexible keel—its distinguishing feature, and Colonel Nobile's chief contribution to airship design—had turned out to be invaluable. From Kings Bay to Point Barrow, 3,400 kilometers, proved one of the easier portions of the voyage. But from Point Barrow southward to Teller, against fog, snow, heavy squalls and bitterly cold temperatures, the airship was again severely tested. To bring it to the ground amid heavy gusts of wind, with poor visibility and without any assistance from below, was a remarkable achievement. Colonel Nobile and his men have accomplished as much for aeronautical progress as Amundsen and Ellsworth have accomplished for Arctic exploration.

Lieutenant-Commander Byrd, in a running narrative copyrighted by *Current News Features* (Washington, D. C.) and presented by the New York *Times* and the St. Louis *Post-Dispatch,* relates an experience with Amundsen which constitutes an emotional high spot for the whole polar episode. Describing his own return to Spitzbergen after his flight over the Pole, whereby he had anticipated Amundsen's feat, he tells us:

I climbed the plane gradually as we neared Kings Bay, until we were nearly a mile high. There was the *Chantier,* [his supply ship] looking like a long, dark rock in the water, with the ice floating here and there about her. Good old *Chantier!* She was built for service, not looks, but she looked beautiful to me on that occasion.

I knew there were fifty men aboard that ship who had their hearts wrapt up in the success of our flight and our safe return. They had given every ounce of all the strength and energy they possest toward victory, and a great wave of affection and gratitude for them swept over me at that moment. The knowledge that they were now stirred with joy as they saw us coming in safe and going strong gave me one of the big moments of my life. The next thing that took my eye was Amundsen's and Ellsworth's great hangar glistening green in the sunlight.

They were about to leave in the *Norge* on their great adventure. I hoped they would have as good weather as we had. We circled over, and as we came down for the landing we could see the people rushing from the village and boats hurrying to the shore from the *Chantier.*

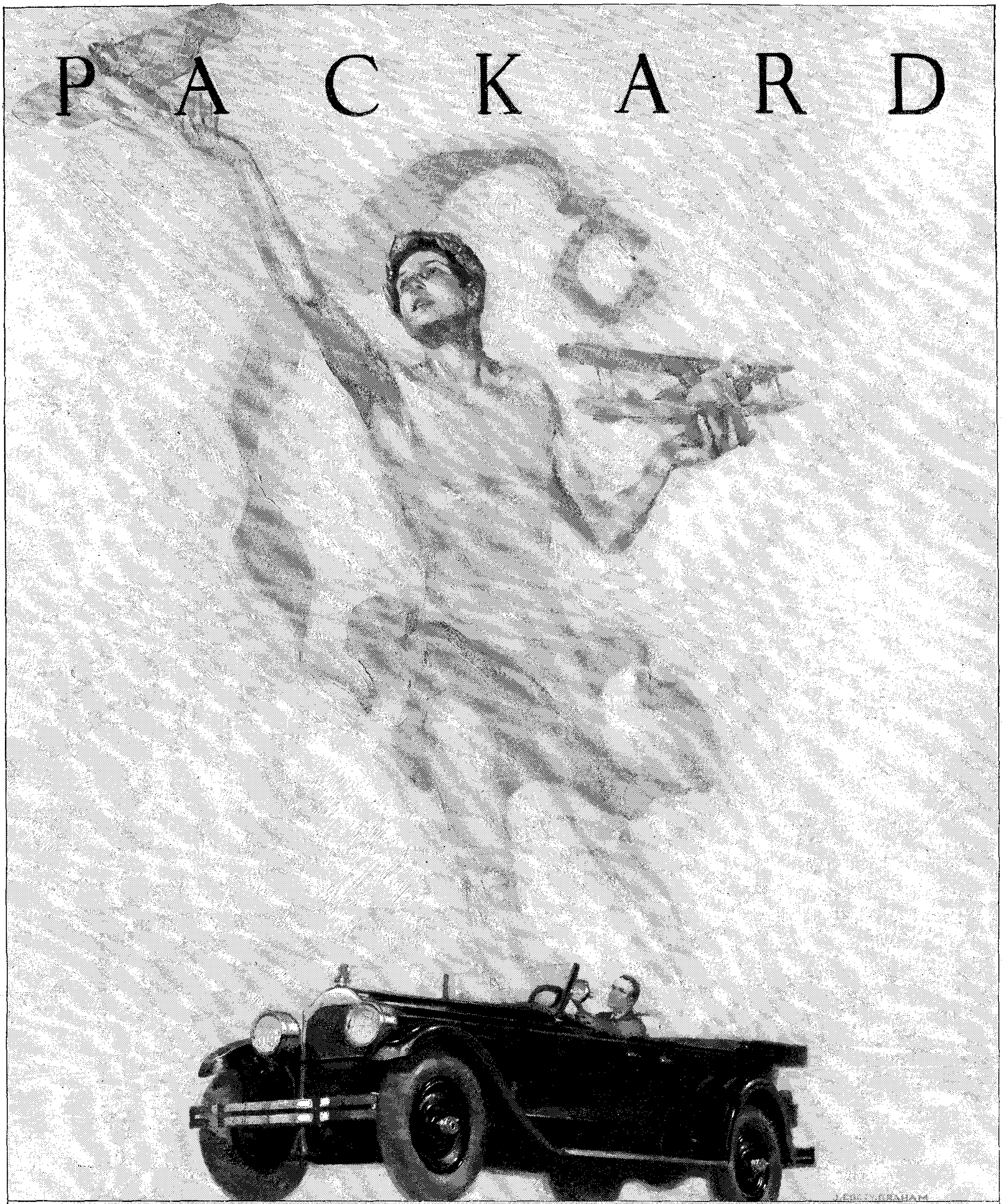
The landing field had people running all over it, so we had to wave them away and ascend for another try. This time space was cleared for us. Bennett made the landing, and it was a perfect one. He taxied the *Josephine Ford* to the tip of the incline at the place we had started from.

I opened the door, thinking how good it would be to put foot to the solid snow again, but it was some time before I succeeded in doing that. I stept from the door into the arms of a crowd of deliriously happy people, cheering and throwing their hats in the air.

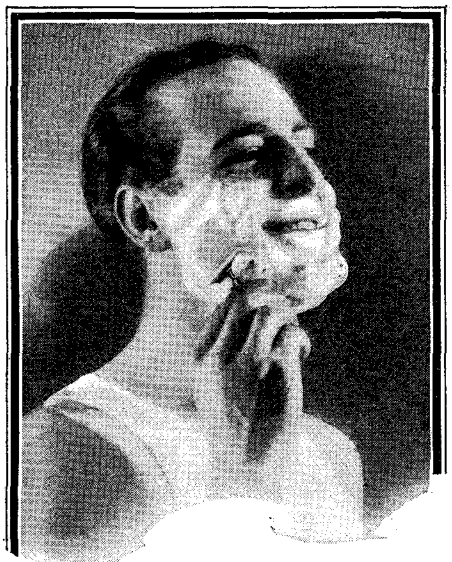
They hoisted Bennett and myself to their shoulders and bore us swiftly down the runway. There were many townspeople among those greeting us. They had gone through great anxiety over Amundsen a year ago and they were glad to see us safely back. I especially recall the happiness and enthusiasm of Mr. Kise, engineer of the Kings Bay Coal Company. He had done everything in the world he could to help us before our departure.

As we were carried down the hill we met Amundsen and Ellsworth running to meet us. We were dropt on the ground and I found myself in Amundsen's arms with Ellsworth holding on to me. There were tears on Amundsen's cheeks, and I saw then the great man beneath the cloak that all great men wear. And there was Ellsworth, trying in a choked voice to tell me how happy he was to have us back.

These two heroes had been down on that polar ice and had gone



THE Navy and Army together have honored Packard with orders for new aircraft engines totaling nearly four million dollars. The new motors, proven supreme by exacting government tests, are a tribute not only to Packard leadership in power plant engineering but also to the vision and sympathetic cooperation of those men who bear the responsibility of our national defense. = = Packard's motor building supremacy is as available to the private citizen as to the United States government—in the Packard Six and the Packard Eight. = = *Ask The Man Who Owns One.*



This Saturated Lather

... soaks the beard soft

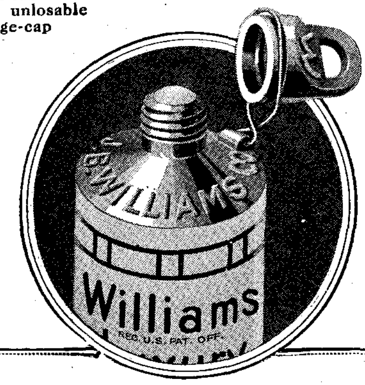
Williams lather softens the beard faster, stays moist longer and leaves the skin glove-smooth.

Williams lather is quick, rich and bulky—saturated with moisture. First it lifts the water-resisting oil-film from the beard, then it soaks all of each bristle soft. At the same time it lubricates the skin so that the razor just glides along.

To prove our claims we will send a week's trial tube on receipt of the coupon below or a postcard. Williams costs 50c in the economical double-size tube. It contains twice as much as the large size 35c tube.

Aqua Velva *is our newest triumph—a scientific after-shaving preparation. We will send a generous test bottle free. Write Dept. 26A.*

The tube with the unlosable hinge-cap



The J. B. Williams Co., Dept. 26A, Glastonbury, Conn.
Canadian Address, 1114 St. Patrick St., Montreal.

Please send me free trial tube of Williams Shaving Cream. (Trial Size has no Hinge-Cap.)

....

.... Lit. Dig. 6-5-26

PERSONAL GLIMPSES
Continued

through great suffering. They knew what lay beneath us during that flight. They knew and forgot self and all personal ambitions and were moved as I have seldom seen men moved. Then I could see the real stuff they were made of. If I had robbed them of realization of one of their long-cherished ambitions, they, I believe, did not give it a thought. Here was another great moment in my life.

And still another—and earlier—"great moment" is related in the simple language of a man of action:

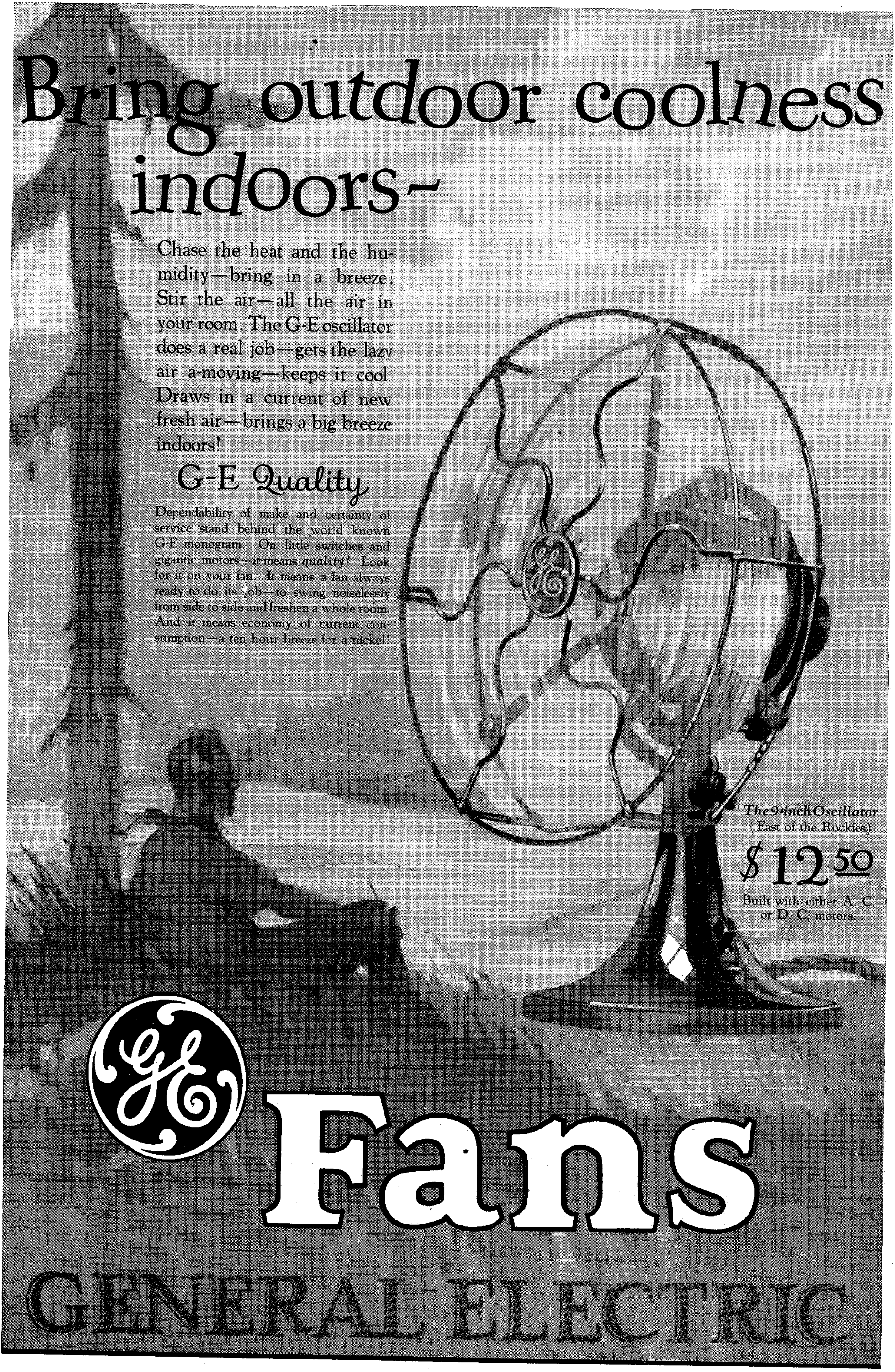
> We went on for another hour, flying at varying altitudes from 2,000 to 3,000 feet, when I suddenly saw what I thought was a bad oil leak in the right-hand motor. I took the wheel and asked Bennett to give me his opinion of the seriousness of the leak. He jotted down that it was very bad and that he was afraid the motor would not last long. What should we do? It was one of the big moments. We decided to keep on for the Pole and decide what to do after reaching it. We would fly with that motor as long as it would run. We were about an hour from the coveted goal and every minute of the time we were taking unexplored regions off the map. It was tough to have the motor trouble here, so near the Pole and so far from land, but we would go on, because ninety miles more would make no difference.
>
> We then throttled the starboard motor and found that not only could we stay aloft but could make a little more than sixty miles an hour with the other two motors. Great. There would be no trouble about reaching the Pole now. Could we then get all the way back on two motors? But the Pole first and the worry about the return later.
>
> As I navigated I cast frequent glances on the oil running from the motor and lodging on one of the wires and tail surfaces.
>
> When would it stop? It fascinated me. The motor was still turning up full revolutions and power, and we were making knots over the ground with an increasingly lighter load as the gasoline was burned up.
>
> At the end of the hour I took my calculations and found that we were at the Pole! We reached it at 9:04 Greenwich time, just about the hour we had hoped to get there.
>
> Bennett and I shook hands simply, and I went back into the cabin, stood at attention and saluted for Admiral Peary. The Navy had reached the Pole again, the blest old Navy. I did not drop an American flag. Peary had done that. The ice and snow were similar to that which Peary had described, but the ice was not the same as in the Polar Sea. There it is in constant motion. It was slightly rougher here than it had been when I first described it, but criss-crossed in the same way.
>
> We flew several miles farther, circled and then took some still and motion pictures. As we flew there at the top of the world, circumnavigating it in a few minutes of flight, I regretted that we had not found land, and that our leaky oil tank would prevent our returning by way of Cape Morris Jessup. But one thought more than compensated me for all we had gone through, for the danger that was around us and that lay ahead, namely, that if we could fly to the top of the world business need no longer hesitate to take up aviation. Maybe, then, our effort would help the game. As we circled over the Pole I thought of a little coin I carried pinned to my shirt that had been pinned to Peary's shirt when he reached the Pole. For the second time that little coin had reached the top of the world. I had also carried it with me in the Arctic last year.

While Byrd is now understood to be planning a flight over the South Pole, the interest of geographers still clings to the question of land in the north. A number of editorial writers draw attention to the fact that further search for land in the million square miles between Alaska and the Pole is "up to" Captain Wilkins, but some express doubts as to the practical value of such land as may be found, and deprecate the old system of annexation by flag-planting explorers. Says the Brooklyn *Eagle:*

> To take possession of unknown lands in the name of the United States, as Captain Wilkins proposes to do, is chiefly a sentimental enterprise. The value of undiscovered islands in the Arctic Ocean will not be such as to occasion international disputes. They will never be settled by man so long as the earth revolves as it does today. Nature fixes the limits of human occupation and dominion and those limits are impassable for all practical purposes. But terrestrial geography needs to be rounded out in the North and even in the Far South, and this task, if it is to be perfectly achieved, must be done by the navigators of the air. Byrd and Amundsen have splendidly demonstrated the possibilities of aerial exploration. Their example is a fine stimulus to Captain Wilkins and those who may come after him.

A possible Canadian claim to any newly discovered territory between Canada and the Pole is foreshadowed by the St. Paul *Dispatch*, while the New York *Times* thus discusses the chances of such a discovery yet being made, and endeavors to strike a balance between reality and mirage:

> Admiral Peary, standing on Cape Colgate, Grant Land, in 1906, an elevation of 2,000 feet, believed that he saw mountains in the north. "It was with a thrill that my glasses revealed," he afterward wrote, "the faint white summits of a distant land which my Eskimos claimed to have seen as we came along from the last camp." Later from Cape Thomas Hubbard, Axel Heiberg Land, he believed that he saw "snow-clad summits." Eight years from that time MacMillan, trekking over the ice for 150 miles, had the same vision: "Hills, valleys, snow-capped peaks extending through at least 120 degrees of the horizon." MacMillan prest on for fifty miles, and as the outlines became no more distinct he turned back, convinced that he had been deceived by a mirage.
>
> The airplane soon dissolves a mirage. What appears to the skeptic as "the baseless fabric" of his vision may, as he flies on and on, take form and color and prove to be the new land he is seeking. Standing on Eagle Island, where Robert E. Peary had a summer home in the evening of life, you may see in certain rare lights the Presidential Range sharply etched against the sky, altho it is ninety miles away. The sight is wonderful enough to be a mirage. And so Arctic explorers of the future may experience discovery when they fear illusion.



Bring outdoor coolness indoors—

Chase the heat and the humidity—bring in a breeze! Stir the air—all the air in your room. The G-E oscillator does a real job—gets the lazy air a-moving—keeps it cool. Draws in a current of new fresh air—brings a big breeze indoors!

G-E Quality

Dependability of make and certainty of service stand behind the world known G-E monogram. On little switches and gigantic motors—it means *quality!* Look for it on your fan. It means a fan always ready to do its job—to swing noiselessly from side to side and freshen a whole room. And it means economy of current consumption—a ten hour breeze for a nickel!

The 9-inch Oscillator
(East of the Rockies)

$12.50

Built with either A. C. or D. C. motors.

Fans

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Your engine may be one of
analysis is made of every aut

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the Mobiloil Chart. Le
show you what it recom

Have you an OLDSMOBILE?

YOUR Oldsmobile engine is of the standard six-cylinder, L-head type, water-cooled, with circulating water pump. Close fitting cast-iron pistons are used, with three piston-rings, all above the piston-pin, the lower one being a special oil ring. By means of slots in the oil ring and drain holes in the lower piston-ring groove, excess oil is removed from the cylinder wall and prevented from reaching the combustion chamber, thus avoiding forming of carbon deposits.

A Force Feed lubricating system provides for delivery of lubricating oil to camshaft, crankshaft and big-end connecting rod bearings under pressure by means of a gear-type oil pump. The revolving crankshaft throws a spray of oil from the bearings which lubricates cylinder walls, piston-pins and other bearing surfaces. A spring-controlled by-pass valve relieves the lubricating system of excessive oil pressure.

A rich lubricating oil such as Gargoyle Mobiloil "A" is required in summer to properly lubricate an engine of such design and construction.

In winter weather, a more fluid oil is necessary to assure reliable circulation through the elevated and exposed oil pump and piping and to facilitate starting; therefore Gargoyle Mobiloil Arctic should be used.

Have you a DODGE?

YOUR Dodge car continues to use the same sturdy, dependable four-cylinder, L-head engine, water-cooled, with pump circulating system. Aluminum alloy pistons are used—fitted with four piston-rings, the lower one in recent models being a special oil-scraper type, which, combined with oil groove and slots in the piston, gives added protection against excessive amounts of lubricating oil reaching the combustion chamber and forming carbon deposits.

A splash circulating lubricating system is employed—a vane-type oil pump delivering oil to wells over the crankshaft bearings and to splash troughs under the connecting rod bearings. The oil mist produced by connecting rod splash lubricates all other bearing surfaces.

With the special design aluminum piston, a rich lubricating oil may be used to advantage without danger of over-lubrication, excessive carbon deposits or tendency to knock. Gargoyle Mobiloil "A" is therefore recommended in summer. For models of Dodge engines using cast iron pistons—built prior to 1923—Gargoyle Mobiloil Arctic is recommended for summer.

To assure distribution through the exposed oil pump and piping and to facilitate easy starting, Gargoyle Mobiloil Arctic should be used on all models in winter.

Gargoyle
Mobiloil "A"
Heavy Medium
Vacuum Oil Company
Gargoyle
Mobiloil "BB"
Vacuum Oil Company

3 *out of every* 4 *motorists who*

Vacuum Oil Company

Headquarters: 61 BR

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Springfield, Missouri

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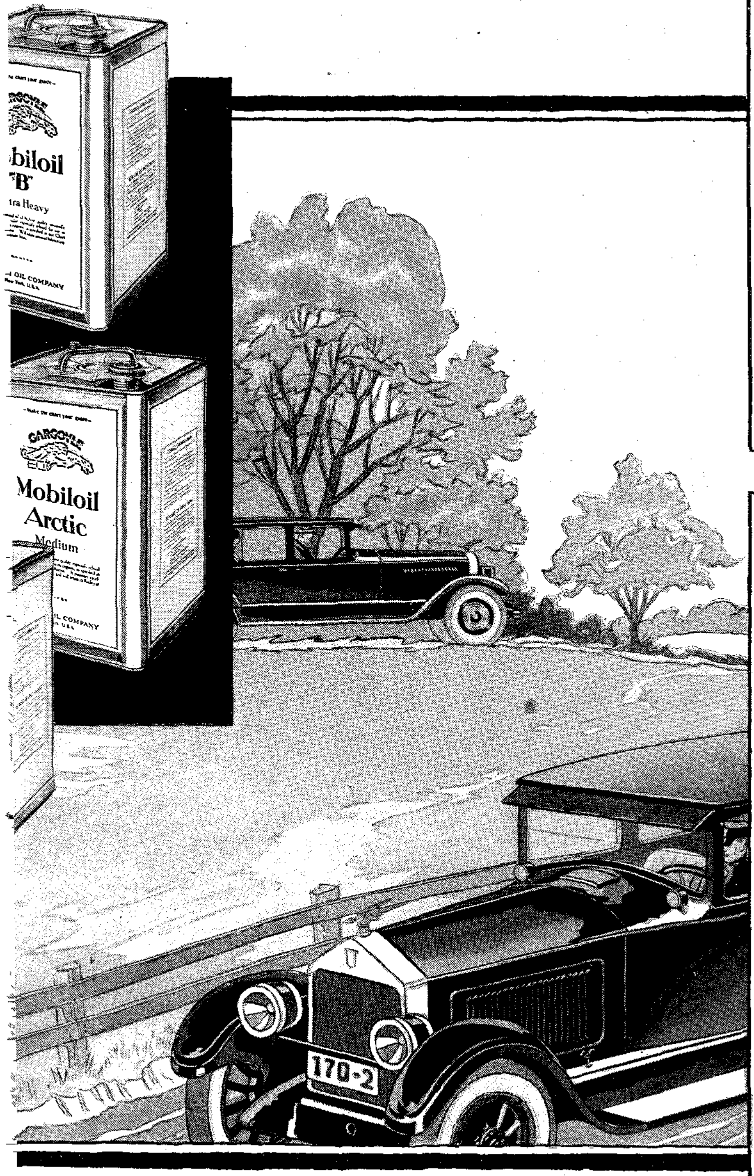
manufacturers approve nearest Mobiloil dealer ls for your car.



Have you a FRANKLIN ?

YOUR Series 11 Franklin engine is of special design, air-cooled,—six separate cylinders with valves in the heads—and copper cooling flanges cast integral with the cylinders to facilitate cooling. A fan driven by the engine forces a large volume of air over the cylinders. Aluminum alloy pistons are used and fitted with four piston-rings, the lower rings having a special oil control feature, which, combined with drain holes in the piston-ring grooves, prevents excessive amounts of oil from passing the pistons and forming carbon deposits in the combustion chambers.

The Force Feed lubricating system is of unusual design, a gear-type oil pump delivering the oil to a mechanically-driven distributor which supplies oil to all crankshaft and connecting rod big-end bearings and to the timing chain and sprockets. The connecting rods are drilled to direct a stream of oil against the cylinder walls, lubricating them, the pistons and piston-pins. The valve-operating mechanism is lubricated by means of oil-soaked felt pads. An air-cleaner at the carburetor inlet aids in keeping the lubricating oil free from road dust.

To meet the operating temperature conditions encountered, a rich lubricating oil is necessary and Gargoyle Mobiloil "BB" is recommended for both summer and winter use.

Have you a STUDEBAKER ?

YOUR Studebaker car, whether Standard, Special or Big Six Model, has a conventional six-cylinder, L-head engine, the main features being similar in all models, differing principally in size and power.

A pump circulating water-cooling system is used and the pistons are cast-iron, fitted with four piston-rings, three above and one below the piston-pin; the top and lowest rings being plain, the others of special oil seal type. An oil groove and several oil drain holes aid in preventing excessive amounts of oil passing the piston and the forming of carbon deposits.

The lubricating system is of Force Feed type, a gear oil pump delivering oil under pressure to all crankshaft, camshaft and connecting rod big-end bearings. Oil spray thrown from the revolving crankshaft lubricates pistons and piston-pins. An oil filter and screens of generous area aid in keeping lubricating oil free from impurities.

Engines incorporating these special design and construction features function most efficiently when using a rich lubricating oil such as Gargoyle Mobiloil "A" in summer. During winter a more fluid oil such as Gargoyle Mobiloil Arctic is required to facilitate starting and to assure reliable distribution of the lubricant.

oil by name ask for **Mobiloil**

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PLAYGROUNDS ▾ OF ▾ THE ▾ WORLD

THE CURTAIN RISES ON A NEW SUMMER SPECTACLE

FROM QUEBEC TO FLORIDA, from the Catskills to the Sierras, over woodland, lake and stream, the curtain rises on a new summer spectacle with an audience of millions intent on enjoyment and recreation. That remainder of the aboriginal instinct for roving, which lives in the love of travel, begins to throb again in the human breast. But it does not have to respond to the impulse by the primitive methods of our remote ancestors. Instead, we have all the comforts and luxuries of motion by rail, boat and even the air.

A new idea in railroad touring, by the way, is in operation by one enterprising tourist agency, which calls it "land cruising." The land cruises are made across this continent on the train of specially designed cars, with staterooms, restaurant, gymnasium, dance and lecture halls for entertainment, together with a library, lounges and baths. On these "land cruises" the especially interesting sections of the country, from the standpoint of scenery, are traversed only in daylight hours.

The motor-coach, too, is developing new possibilities for comfortable trips close to nature and through regions otherwise inaccessible. These glistening fresh-air vehicles have developed already a new variety of travelers known as "motor-coach fans." A striking illustration of this new method of seeing our country is given by the author of a recent article in *The National Geographic Magazine*, who traveled thus 2,000 miles through North Carolina, penetrating on this journey mountain regions in some localities inaccessible by rail routes.

The idea of the transatlantic steamship lines in providing low-cost European trips for students, professional and other classes, is resulting in making a European trip available to untold thousands.

Throughout the United States the wholesome recreation of hiking is gaining in organized form. Groups of walking clubs are found in large communities from New England to Hawaii. Many are engaged in mapping and constructing trails, erecting shelter lodges, and guarding forests from fire. Men and women of all ages form the hiking fraternity. The Appalachian Mountain Club of Boston, more than a half-century old, has 3,500 members, while its New York section includes 300 members. Among New York's many other bands of hikers are the Fresh Air Club and the Torrey Botanical Club. The Green Mountain Club, with 1,200 members, has developed the famous 250-mile trail over the Green Mountains of Vermont. The Adirondack Club specializes in trail construction in the North Woods of New York, and week-end walks in the Palisades Interstate Park region. In New York are also the Inkowa Club of America, the New York Hiking Club, etc. Chicago hikers are organized under the Prairie Club, while similar organizations are found in Cleveland, Minneapolis, Omaha, Kansas City. Denver is the home of the Rocky Mountain Hiking Club. Honolulu also has its walking enthusiasts.

ENROLLING IN THE EUROPEAN TRAVEL UNIVERSITY

The dream of a trip to Europe with its cultural advantages is being realized by increasing numbers of Americans each year. It is estimated that half a million tourists will embark upon European tours during this summer season alone. A considerable number of this multitude will include students and professional people of moderate income who are availing themselves of the progressive step taken by the transatlantic lines in providing excellent accommodations of the "Students Third Class" or "Tourist Cabin" variety at a cost slightly in excess of that required for the conventional two-weeks' vacation. In some cases the minimum expense for these attractive tours is less than $200.

"The type of 'Tourist Cabin' traveler is the American citizen who goes to Europe to broaden his vision and to increase his fund of knowledge and imagination," says an official of the United States Lines. "The travelers are from all walks of life—business men, college professors, school teachers, students, doctors of medicine, of philosophy and of dentistry; writers, ministers and priests. In company with this type of citizen there is a limitless possibility for entertainment, education and congeniality."

The Canadian Pacific Steamships' "monoclass" cabin service is being operated over the St. Lawrence River Route to Europe with twelve attractive "M" vessels. The regular class steamships *Empress of Scotland* and *Empress of France* will fulfil the express passenger service over this Northern lane.

The Cunard and Anchor Line are operating twenty-five passenger ships under the Cunard, Anchor and Anchor-Donaldson Lines. The *Mauretania*, which still holds the record of four days and ten hours for the Atlantic crossing, the *Berengaria* and the *Aquitania* are premier Cunard ships sailing from New York. Weekly sailings are provided from New York direct to London with the one-class cabin steamships *Caronia*, *Carmania*, *Lancastria* and *Tuscania*. Vessels of the *Samaria* class sail weekly for Queenstown and Liverpool, calling at Boston en route. The Anchor Line provides service to Londonderry and Glasgow. The Canadian service has weekly sailings, May to October, from Montreal.

The French Line provides services from New York for Havre, calling at Plymouth, and also for Bordeaux. There is also a service from Houston, Texas, for Havre, calling at Havana. The well-known *Paris* and the *France* head the fleet, carrying three classes of passengers, together with the cabin steamers *De Grasse*, *Chicago*, *Rochambeau* and others accommodating tourist cabin passengers during the summer months. The French Line has launched its new 42,000 ton *Ile de France*, which will be the flagship of the fleet.

The regular steamships and cabin vessel *Cleveland* operated in the joint service of the United American Lines and Hamburg American Line, provide sailings from New York to Cherbourg, Southampton and Hamburg, while the cabin steamers *Thuringia* and *Westphalia* sail between New York, Boston, Queenstown and Hamburg. Germany's appeal to the European tourist is gaining so rapidly that the Hamburg American Line has recently placed in commission its new steamship *Hamburg*, a 21,000-ton twin-screw vessel, featuring a floating athletic field and gymnasium, carrying special equipment affording the athletic passenger facilities for training and exercises ordinarily available only on land. High on her top deck, she carries a specially designed platform providing a clear open space for sports, including tennis, hand-ball, badminton, squash, bowling, etc.

The Holland-America Line, which inaugurated some of the first tourist cabin ships, is operating four late-summer cruises sailing during the last half of July, planned for those who can spend one month in travel. The 30,000-ton turbine twin-screw steamship *Statendam* is building for this line, while cabin steamship *Ryndam* and the express passenger steamships *Rotterdam*, *Veendam*, *Volendam* and *New Amsterdam* are operated in the regular transatlantic service.

The International Mercantile Marine provides twenty-one passenger ships in the transatlantic service this summer under the flags of the White Star, Atlantic Transport, Red Star and Leyland Lines, ranging in size and speed from the great *Majestic* and *Olympic* to smaller ships. These services cover principal ports in the United Kingdom, the Channel ports of France, and also Hamburg. The *Minnewaska* and *Minnetonka* are

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The sum and substance of Franklin value is this: what Franklin gives cannot be bought in any other car. The reasons lie in the way the car is built.

Nowhere else can you get *complete* freedom from cooling care and bother. Only Franklin is cooled as the newest airplanes are—by air: no water, no radiator.

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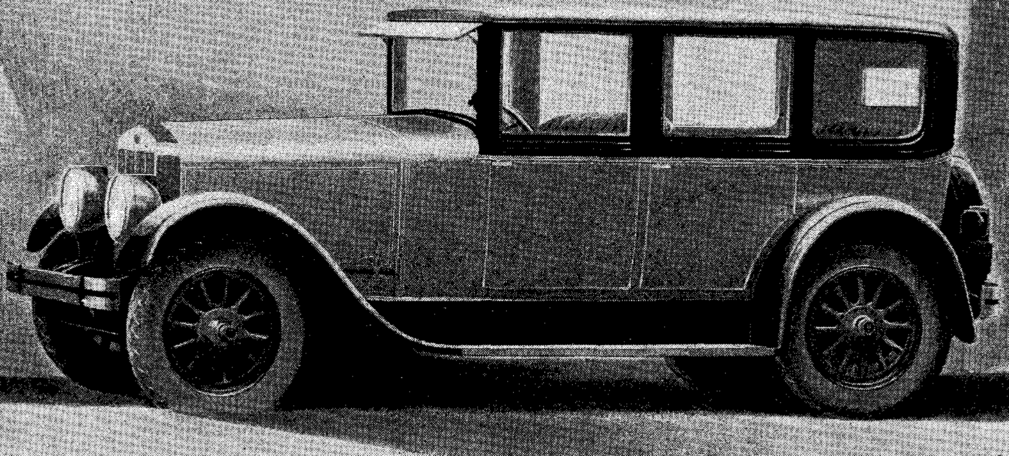
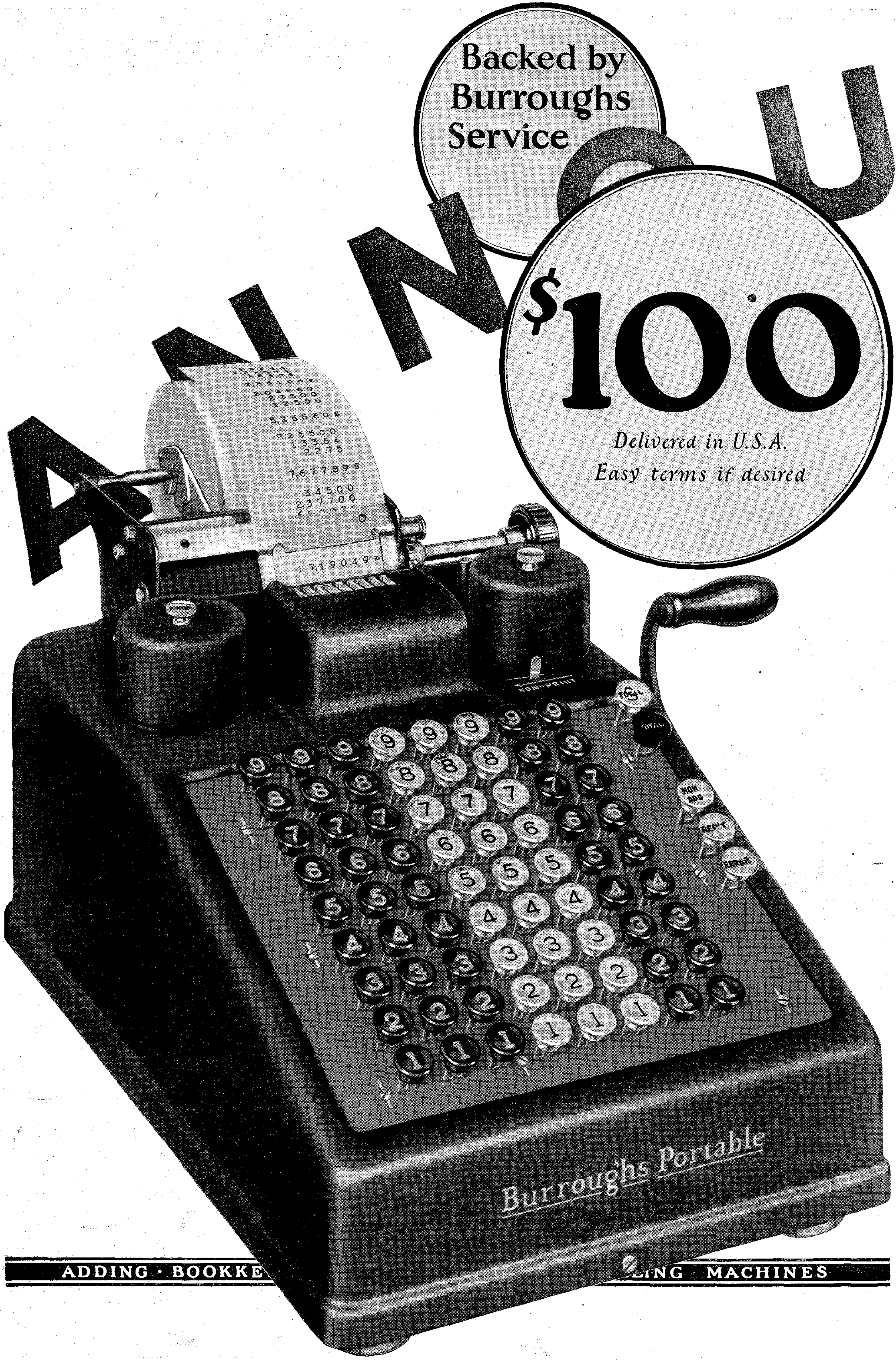


FRANKLIN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No matter where you go—to visit busy cities, to see people and things, or to get away from them—

or how you go—by train, or boat, or motor, or tramping—

or how long you stay—a weakening week-end, a rejuvenating month, or the two weeks' "interruption of business"—

You will have a better time, enjoy everything and everybody more—if you "Cheque" out before you start—which means changing your travel funds into

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PLAYGROUNDS OF THE WORLD—*Continued*

"first-class" ships, while the *Minnekahda Winifredian* and *Devonian* are devoted to "tourist cabin" only. The two latter ships sail from Boston. Weekly sailings are being made by the White Star Line's Canadian Service from Montreal to Liverpool via Ireland. Red Star ships cover the New York to Antwerp via Plymouth and Cherbourg route.

The North German Lloyd is celebrating its sixty-ninth year of transatlantic service this summer with a largely augmented fleet, including the new S.S. *Columbus* and its newest ship *Berlin*. These vessels, with the *Stuttgart*, maintain regular class service between New York and Bremen via Cherbourg and Plymouth Eastbound, and Southampton Westbound. Other steamships of this line are of the cabin class providing "tourist cabin" accommodations.

The Royal Mail Steam Packet Company is operating its usual summer service between New York, Cherbourg and Southampton. The "O" steamers of this line, such as the *Ohio*, *Orca*, *Orbita* and *Orduna* are of the cabin-class type, including also tourist cabin service. Calls are made at Boston on some of the outward bound sailings. Through bookings are available for Scandinavian ports, providing for maintenance in England and trans-shipment to ports of destination. The Royal Mail's great new motor vessel *Asturias* will be seen in New York late this season.

Transatlantic service of the United States Lines will include the steamships *Leviathan*, *George Washington*, *President Harding*, *President Roosevelt* and *Republic*. This line has inaugurated a number of prepaid European tours, so that the entire cost, even to gratuities, service charges, accommodations and meals at hotels, rail fares and sightseeing tours, can be determined in advance. Itineraries may be selected including visits to Paris, French and Belgian battlefields, the Riviera and Algiers; Lugano (Switzerland), Milan, Venice and the Riviera; Paris, Switzerland, Italy and the Riviera; several Scandinavian tours; trips to Norway, Sweden, Denmark and Germany; the Northern Cape and the land of the Midnight Sun; and in addition, a series of motor trips through England, France, Belgium, Holland and Germany are offered.

In the Mediterranean service the Navigazione Generale Italiana is operating its *Duilio* and *Colombo;* the Cosulich Line the *Presidente Wilson*, *Martha Washington*, etc.; the Lloyd Sabaudo its *Conte Biancamano*, *Conte Rosso* and *Conte Verde;* the Trans-Atlantica-Italiana its *Dante Alighieri*, *Giuseppe Verdi* and the Fabre Line several vessels.

To Scandinavian ports from New York are operated steamships of the Scandinavian-American Line to Copenhagen; the Swedish American Line to Gothenberg; the Norwegian-America Line to Oslo.

From New York to Cadiz, Seville (via new Ship Canal) and Barcelona is the route of the Spanish Royal Mail Line offering a cruise tour mentioned below.

With its great fleet of *President* liners, the Dollar Steamship Line provides a sailing from San Francisco every week, and every two weeks from Boston and New York on its "Round-the-World" service, visiting twenty-two ports in fourteen different countries.

TOURIST AGENCIES AND CRUISE TOURS

The facilities of established tourist agencies are of convenience to tourists making individual plans for land or water travel, while several of the larger organizations offer specially chartered steamship cruises and attractive land trips.

The American Express, with offices throughout the United States, provides domestic and foreign bookings. Bennett's Travel Bureau, New York, specializes in Scandinavian Tours; Dean & Dawson of the same city provide escorted, independent and student tours to Europe; Gates Tours, New York, have inexpensive European tours; Franco Belgique Tours of New York specialize in motor touring abroad, and George E. Marsters in motor touring in this country. The Temple Tours and the Frank Tourist Company of New York provide bookings for home and foreign tours, while the New York University and Students' Travel Club of NewYork and Sir Henry Lunn, Ltd., specialize in student trips.

Besides these organizations we list below especially chartered summer steamship tours operated by tourist organizations conducting general tourist agency activities.

A Mediterranean tour is being operated by Thos. Cook & Son, sailing by S.S. *California*, leaving New York July 1st and returning July 31st.

Another Mediterranean cruise is provided by the International Mercantile Marine, sailing by S.S. *Lapland*, from New York July 7th and returning August 29th. The *Lapland* will not include Eastern Mediterranean ports, but in returning will proceed up the English Channel to Antwerp, thence to New York.

The Raymond-Whitcomb Company's "Midnight Sun" Cruise sails for North Cape by S.S. *Carinthia* June 29th, returning via Southampton toward the end of July.

Frank C. Clark has a fifty-three-day cruise sailing June 30th to Norway and Western Mediterranean on the S.S. *Lancastria*.

A special summer-cruise tour to Spain will leave New York by steamship *Manuel Arnus* under direct operation of the Spanish Royal Mail Line on June 12, returning thirty-two days later after visiting leading Spanish cities.

On pages 58 and 59 following we present a tabloid guide to the playgrounds of Europe reached by the many steamships of these various lines.

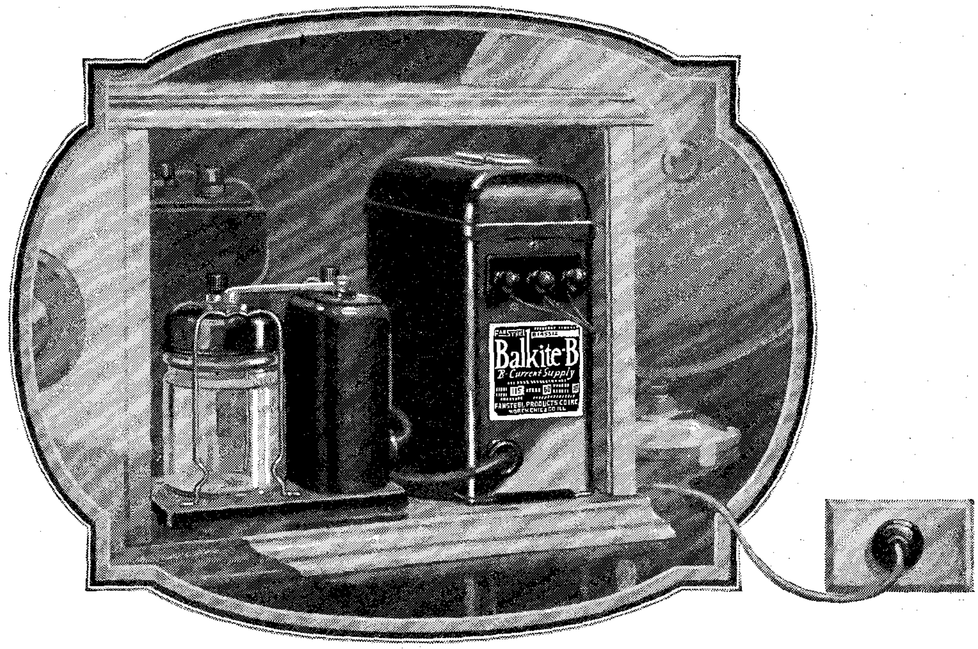
Besides these fleets ready to take the tourist to Europe and elsewhere, a variety of Coastwise and Insular Ocean voyages are available. Northward from New York extend the routes of the New England Steamship lines, covering ports to and including the Maritime Provinces. There will be also two cruises this summer from New York to Quebec by Furness Bermuda Line.

Southward from New York the selection is even larger, including trips to Norfolk, by Old Dominion Line, to Savannah, by Savannah Line, to Charleston and Florida ports by Clyde Line, to Key West and Galveston by Mallory Line, to New Orleans by Southern Pacific Steamship Line, to Bermuda by Furness Bermuda Line, to Havana by Ward Line, to the Bahamas and Cuba by Munson Line, to Porto Rico by New York and Porto Rico Line, while Insular, Canal Zone and Central America countries are objectives of cruises by the United Fruit Company. There are also the Ocean-to-Ocean cruises from New York to California via Panama Canal made by the Dollar Steamship Line, Panama Pacific Line and Pacific Mail Steamship Line.

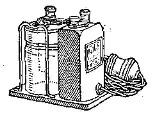
VACATION LANDS IN NEW ENGLAND

"Think on the charms of New England!" exclaims a writer in *Motor Life*. "Lakes that lie between attractive countrysides. A seacoast of rugged rocks or smoothest strand. Mountains that lift their summits to soar in cloud-wrapt solitude. Rivers that run gloriously on. Woods and waters, mountains and islands, lakes and sea, placid meadow lands and breezy hilltops.

"These account for the fact that people of varied tastes find New England a country in which they can find a responsive recreation to their every need. If it is golf, no section of the country probably has more or better courses. If it is bathing, or the beauties of the beaches, the lure of the sea or the calm of the lake country, these tastes may be satisfied under a hundred and one combinations of topographic

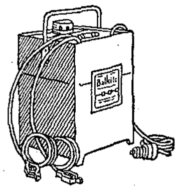


Balkite "B" and the Balkite Trickle Charger convert your radio receiver into a light socket set



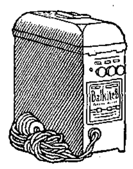
Balkite *Trickle Charger*

Converts any 6-volt "A" battery of 30 ampere hours or more into an automatic "A" power unit that furnishes "A" current from the light socket. With 4-volt and smaller 6-volt batteries may be used as an intermittent charger. Or as a trickle charger if a resistance is added to cut down the charging rate. $10. West of Rockies, $10.50. In Canada, $15.



Balkite *Battery Charger*

The popular rapid charger for 6-volt "A" batteries. Noiseless. Can be used while the set is in operation. Special model for 25-40 cycles. $19.50. West of Rockies, $20. In Canada, $27.50.



Balkite "B"

Eliminates "B" batteries and supplies plate current from the light socket. Keeps the "B" circuit always at full power. For sets of 6 tubes and less. $35. In Canada, $49.50.

Balkite "B" II

Will serve any standard set. Capacity 20 milliamperes at 135 volts. Especially adapted to sets of 6 tubes or more. $55. In Canada, $75.

Operate your present receiver from the light socket. Then you need never again worry about recharging or replacing batteries. Nor will your set ever again be handicapped by weak power. With full even power, always exactly as required, your set will give consistently good reception to be had in no other way.

No changes in your set are necessary. You need add only Balkite "B" and the Balkite Trickle Charger. Balkite "B" replaces "B" batteries entirely and supplies "B" current from the light socket. The Balkite Trickle Charger, once connected to the lighting circuit, is left on permanent charge. It keeps your "A" battery always at full power. For maximum convenience, you may also purchase from your dealer a switch that cuts out the charger and turns on Balkite "B" during operation.

Both Balkite "B" and the Balkite Trickle Charger* are entirely noiseless. They are permanent pieces of equipment with no bulbs or moving parts and nothing to replace or get out of order. Other than a negligible amount of household current, their first cost is the last. Add them to your set and convert it into a light socket receiver. Ask your dealer.

*The Balkite System of Trickle (or continuous) Charging is standard in many industries besides radio. In railway signal systems, where absolute infallibility of operation is required, its use is practically universal, and the Balkite Railway Signal Rectifier is standard on over 60 leading American and Canadian Railroads. The same method is also used for charging telephone, burglar alarm, emergency lighting and other battery systems. In fact wherever there are batteries to be charged Balkite Rectifiers on trickle charge are now in use. Engineers are invited to write for information.

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Radio Power Units

Manufactured by FANSTEEL PRODUCTS COMPANY, Inc., *North Chicago, Illinois*

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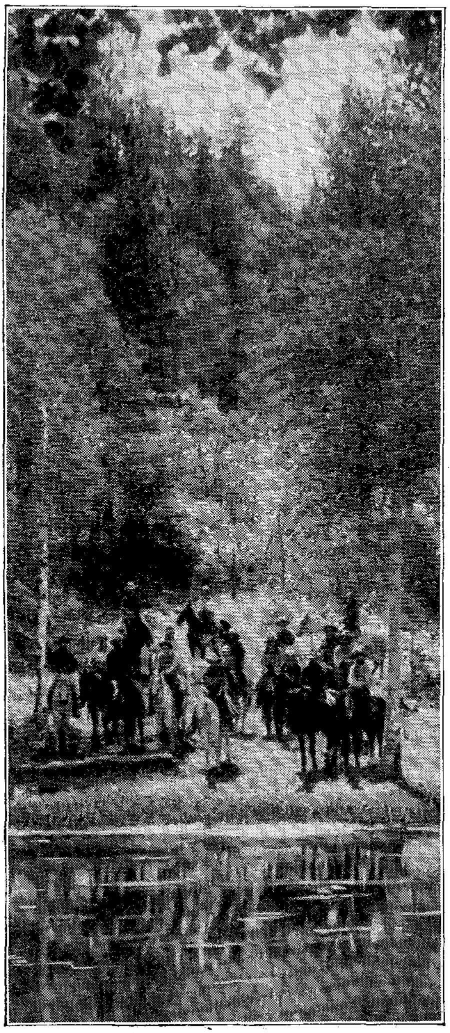

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Delightful mountain camps and resorts.

Endless trails for horseback riding. Motor trips to colorful Indian Pueblos and prehistoric cliff-dwellings.

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any worth-while stopovers. There will be .... persons in party. Also mail descriptive travel folders.
☐ Indicate by X if Grade or High School student.
Name..
City and State..

PLAYGROUNDS OF THE WORLD—*Continued*

attraction. Fishing or tramping, mountaineering or horseback-riding, tennis, swimming and other sports or just plain rest."

While nature has endowed New England with this variety of scenery and recreational facilities there is the additional charm of New England towns and historic shrines. With elm-bordered commons and white churches the villages have a distinctive atmosphere. Memories of the early days cluster about many communities. Plymouth treasures the burial-ground and relics of her Pilgrim fathers. The Old North Church, whence Paul Revere saw his lantern signal, still stands in Boston not far from memorable Bunker Hill. Lexington reminds us of the drum-beat of liberty. Salem may never forget her witchcraft days.

SHORES AND HILLS IN CONNECTICUT

New England's front door is the ocean and in Connecticut begin the bathing beaches that line her coast. Here also begin the mountains which in various ranges extend all the way to the Canadian border.

Among the more important waterside resorts are Westport Beach, Fairfield Beach, Laurel Beach near Milford, Pine Orchard and Madison. There are also rivers of natural charm. The Housatonic, having its origin in the Berkshire region, winds through a picturesque countryside. Through the heart of New England flow the waters of the Connecticut River, enriching a verdant valley. The Thames joining the Long Island Sound at New London provides the theater for annual university rowing regattas. Between the Housatonic and Naugatuck valleys rise the Litchfield Hills with the Colonial town of Litchfield, their center. Here are found numerous lakes, including Bantam and Waremaug, while in the northwestern corner of the State at the southern end of the Berkshire region are the beautiful Twin Lakes, Riga Lake and others. The New Haven and Central New England Systems provide rail gateways.

RHODE ISLAND'S BROAD BEACHES

Within the short extent of its coast line Rhode Island contains several famous resorts, including Watch Hill, Narragansett Pier and Newport. At each of the two first-named summering communities broad bathing beaches are found, while Newport has two beaches. Golf, motoring and yachting are among the diversions. Newport is a port of call by the Fall River Line and this and other parts of the State are reached by the New Haven system.

WITHIN THE COMMONWEALTH OF MASSACHUSETTS

Crossing the Rhode Island line into Massachusetts the traveler comes upon New Bedford, once New England's famous whaling port and still retaining traces of the "Moby Dick" epoch. From the tourist's standpoint it is of additional importance as being the steamer gateway to Martha's Vineyard and Nantucket. Each of these continents in miniature breathes the very spirit of the sea. Their shores are sandy beaches, sea breezes sweep over their surface, and much of their wholesome people have or are now following the sea. The atmosphere of each island is restful, and for generations visitors have been attracted to such Martha's Vineyard towns as Martha's Vineyard, Vineyard Haven and Oak Bluffs, and on Nantucket to Nantucket and Siasconsett. The Buzzards Bay region of the mainland is frequented by summer residents and fishermen. Here begins the great hooked forefinger of the State, beckoning summer dwellers and vacationists to Cape Cod, whose attractions have been immortalized by authors and artists. From Falmouth to Chatham, from Wellfleet to Provincetown, "The Cape" and its people are distinctive and delightful. Opposite the tip on the mainland are the blue waters of Plymouth Bay, an inspiring panorama as seen from the Myles Standish Monument, and the objective of countless modern pilgrims to their historic shrines. Above Boston is that celebrated strip of coast bordered by oceanside estates and park-like towns, including Marblehead, Beverly and picturesque Bass Rocks at the Gloucester, of fishing-fleet fame. In western Massachusetts is found a region of mountains, bounding streams and pastoral landscapes. Along the western border the Berkshire Hills form the dividing line between Massachusetts and New York, and their wildest areas, including Bash-Bish Falls and glen, are to be enclosed in the Taconic Tri-State Park. Joining them on the north are the Taconics and bolder Hoosac Mountains, the latter being crossed by the famous Mohawk Motor Trail. The Berkshire Hills country resembles in some particulars rural England, and its Lenox, Stockbridge, Great Barrington and Salisbury are centers for numerous country estates. In the Hoosacs Northampton is the tourist center. Massachusetts is covered with a network of rail lines, including those of the New Haven and Central New England Systems; the Boston and Albany division of the New York Central System, and in the northern portion the Boston & Maine railroad. Coastwise water routes include the Fall River Line and Eastern Steamship Lines.

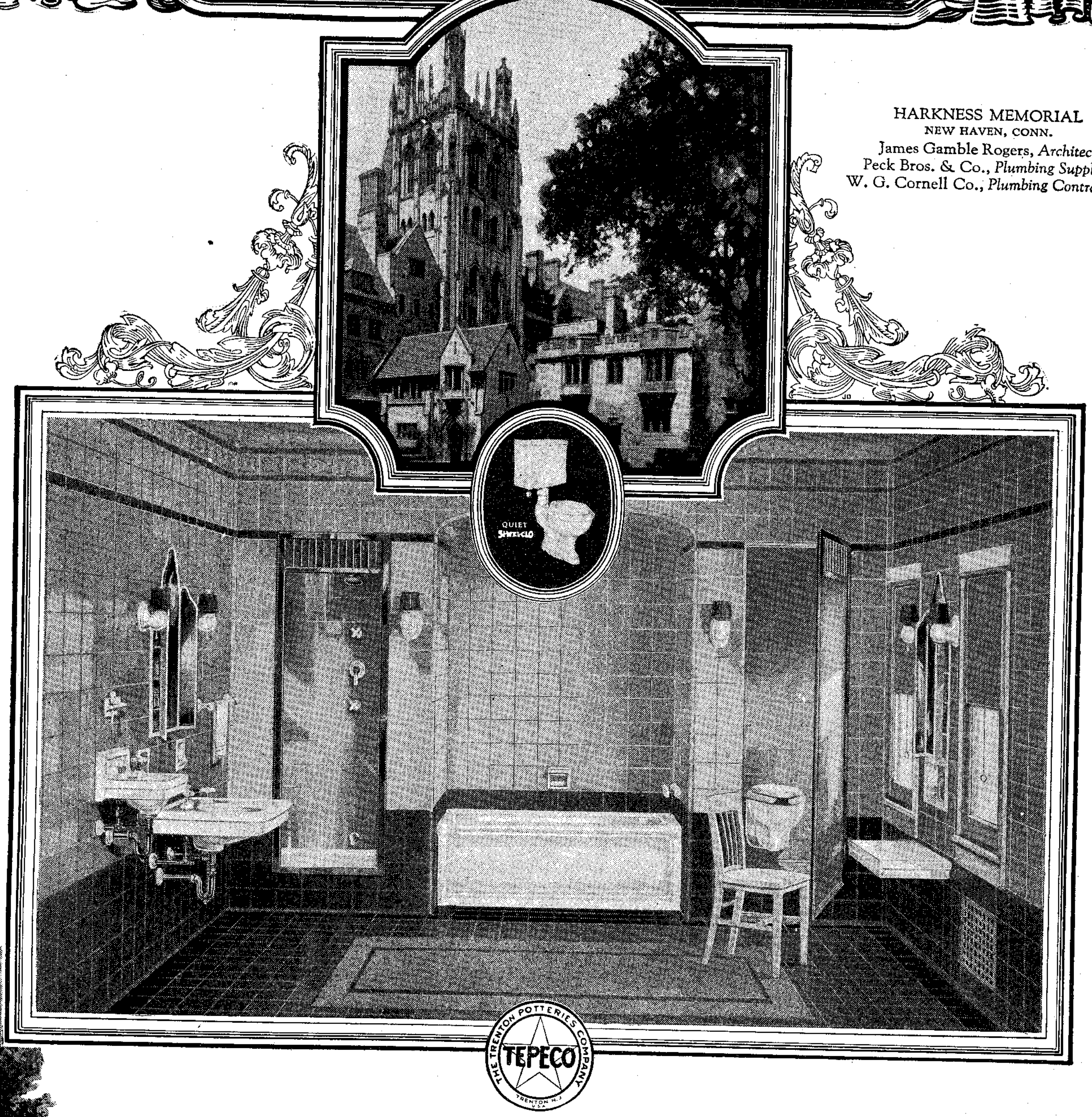
NEW HAMPSHIRE'S VARIED PLAYGROUND

New Hampshire's scenic features include seashores, mountains, rivers and lakes with an equal diversity of recreation. Surf bathing is enjoyed at Hampton and Rye beaches, while offshore are the attractive Isles of Shoals. The spacious harbor of Portsmouth saw the beginnings of the United States Navy in the building of the *Ranger* for John Paul Jones, the first battleship to raise the Stars and Stripes. Besides these seashore playgrounds New Hampshire's tourist appeal is concentrated in her mountains and lakes. "With eighty-six mountain peaks in an area of 1,270 square miles such diversity of scenery is seldom found in such a limited space as is presented by the White Mountains," says *The New Hampshire State Tourist Guide*. "Here are towering forest-skirted summits, intervales, lakes and mountain streams—in fact, the presence of water in its every variety of form is one of the charming features of this renowned region. The White Mountain National Forest consists of about 435,000 acres and includes several mountains over 5,000 feet high. Mt. Washington, 'The Crown of New England,' rises 6,293 feet. From the summit one may enjoy a magnificent panorama, extending 100 miles in all directions. Among many natural curiosities of the White Mountain region the following are the best known—In the Franconia Notch, the Flume, the Pool, the Basin, Lost River—lost for a space beneath mysterious subterranean caverns from which it emerges and flows blithely on its way—and the 'Old Man of the Mountains,' that great stone face forever peering through the clouds. In Pinkham Notch are the picturesque Glen Ellis, the Crystal Cascades and other beautiful waterfalls. Crawford Notch, another great scenic attraction through which flows the rippling Saco, is a State reservation. Among other White Mountain landmarks are the Lake of the Clouds—5,000 feet above the sea—Echo Lake, Giant Stairs, Tuckerman's Ravine, King's Ravine, and other remarkable geological formations. Farther north and beyond the White Mountain range proper is Dixville Notch, one of the most beautiful nooks in the world, with its charming Gloriette Lake and famous hostelry." Approaches to these mountains are through deep and narrow valleys,

(*Continued on page 60*)

TE-PE-CO

ALL-CLAY PL NG FIXTURES



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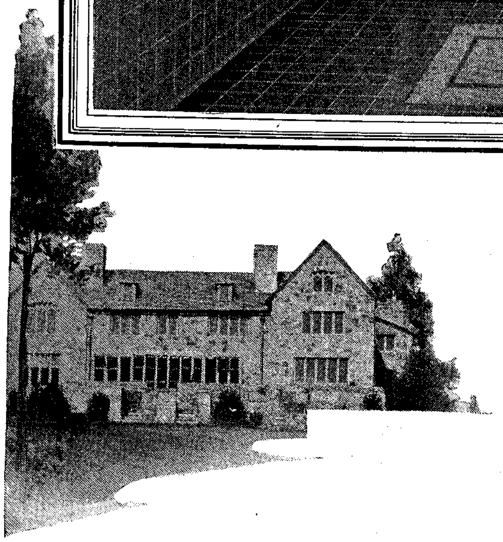

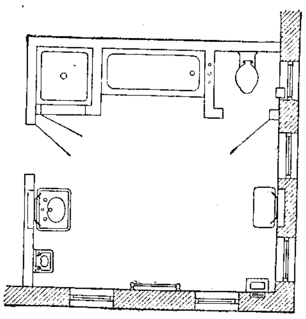

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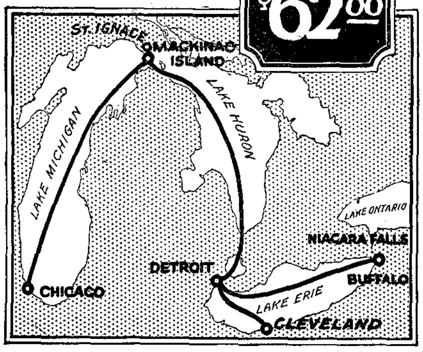

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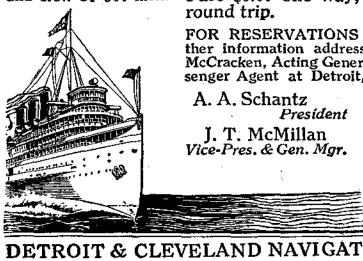


DETROIT & CLEVELAND NAVIGATION CO.

TABLOID TOURIST GUIDE TO EUROPE

No other part of the globe is so thoroughly covered with books of travel, guide books, and informative literature issued by tourist agencies, steamships or railways as are the countries of Europe. We give here, therefore, only the briefest suggestive outline of leading points of interest, principal ports and transatlantic lines reaching them.

ENGLAND

Main Ports	*Steamship Lines*	*Principal Tourist Attractions*
LIVERPOOL	Canadian Pacific Cunard White Star White Star Dom. Leyland	Debarking at Plymouth or Southampton, Brighton, the famous south coast seashore resort is accessible. From both ports the main tourist route is to historic London, thence to cathedral towns of Canterbury, Peterboro, Ely, Norwich, Lincoln, York, Durham; proceeding up east coast to Scarborough, the famous seashore resort; to New Castle or Carlisle, gateways to Scotland, returning down west coast to the beautiful English Lake district. Southward is Liverpool, and picturesque Wales, while the return to London may be made through central England and the Shakespeare country, or the tourist may continue southward to the Lorna Doone country of North Devon. The great rail systems, the London & North Eastern; London, Midland & Scottish, and the Great Western Railway gridiron England, while numerous motor coach routes are available.
PLYMOUTH	Cunard French Line No. German Lloyd United States Red Star Holland-America	
SOUTHAMPTON	Canadian Pacific Cunard White Star Royal Mail United American United States Hamburg-American	
LONDON	Cunard Atlantic Transport	

SCOTLAND

GLASGOW	Cunard-Anchor Canadian Pacific	Directly North of Glasgow lies the Trossachs region of mountains and lochs. An attractive water trip includes those to Oban via Crinan Canal, thence to Inverness via Caledonian Canal. Edinburgh and environs are of great interest. Between Edinburgh and Melrose lies the Scott country. Chief rail lines include London and North Eastern, and London, Midland and Scottish.

IRELAND

Cobh (Queenstown)	Cunard Canadian Pacific No. German Lloyd United States White Star Hamburg-American United-American	Debarking at Cobh (Queenstown) a favorite tourist route includes Cork (excursion to Blarney Castle); thence to Killarney and Gap of Dunloe; thence to Dublin and Londonderry (side trips to Giant's Causeway) or in the reverse direction.
LONDONDERRY	Cunard-Anchor	

FRANCE

CHERBOURG	Atlantic Transport Canadian-Pacific Cunard Hamburg-American White Star No. German Lloyd Royal Mail Red Star United States United American	From Paris, the resplendent motor tours lead to all the World-War battlefields and excursions to Versailles, Fontainebleau, etc. Brittany is the most picturesque corner of France, while the Chateau Country is charming. World famous are the Pyrennes (including Lourdes); Biarritz on the Bay of Biscay; The Rhone Valley; French Riviera with its Cannes, Monte Carlo, Monaco, Mentone, and Nice; mountain resorts of the French Alps.
HAVRE	Cunard-Anchor French Line	
BOULOGNE	Holland-America	

BELGIUM

ANTWERP	Canadian Pacific Red Star	Antwerp is one of Europe's most interesting cities. Other essential points of tourist interest include the Flanders cities of Ghent, Bruges, and Ostend. With Brussels as base, trips lead to scenes of the entire Belgian battlefront, including Ypres, Louvain, Waterloo, etc.

NETHERLANDS

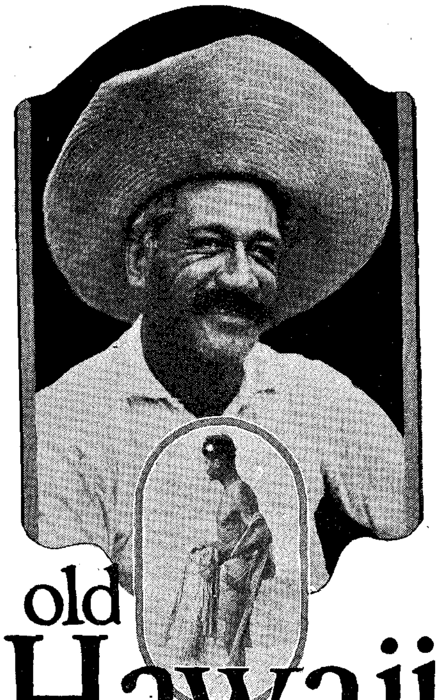
ROTTERDAM	Holland-America	The cities of Rotterdam, The Hague, Delft, Leyden, and Amsterdam are rich in interest, while the Marken excursion from last named city discloses picturesque Holland.

NORWAY

Transatlantic Ports OSLO	Norwegian-Am. Scandinavian-Am.	Nowhere in the world is there more impressive scenery than the fjords of Norway, while cruises to North Cape and the Midnight Sun Country are impressive travel experiences. Trondhjem, Bergen, Stavanger, and Oslo are among Norway's many captivating cities. Norwegian Government Railways, excellent automobile services and steamers reach all points.
BERGEN	Scandinavian-Am. Norwegian-Am.	

TABLOID TOURIST GUIDE TO EUROPE *(Continued)*

SWEDEN		
Main Ports	*Steamship Lines*	*Principal Tourist Attractions*
Transatlantic Port GOTHENBERG	Swedish-American	Gothenberg and Stockholm hold strong tourist interest. The Gota Canal trip between them is captivating. In beautiful Dalecarlia, "the heart of Sweden," peasants are seen in colorful provincial costumes. Sweden has many picturesque medieval castles. Lappland and the Lapps, mysterious nomads of the North, in the Midnight Sun region offer travel experiences. On the Baltic Island of Gothland is Visby, "the city of ruins and roses," encircled by a magnificent city wall, and with many ruins of medieval churches. Swedish State Railways serve the country.
DENMARK		
Transatlantic Port COPENHAGEN	Scandinavian-Am.	Copenhagen is one of the most brilliant cities of Europe.
GERMANY		
Main Ports BREMEN	No. German Lloyd United States	In Berlin and Potsdam are imposing government buildings and famous museums. The Rhine Valley, with its castles and cathedrals, has charm, as have the Rhine towns, Cleves, Duisburg, Essen, Aix la Chapelle, Dusseldorf, Cologne, and Coblentz. German health resorts include Aix la Chapelle, Baden Baden, Baden Nauheim, Weisbaden, and others. Munich, Frankfort, Dresden, Nuremberg, and Mainz each has individual attractions. Many resorts are in the Harz Mountains, Black Forest, Giant Mountains, Bavarian Alps, and Thuringian Mountains. Until October there will be held the great International Health and Social Welfare Exhibition at Dusseldorf. The German Federal Railways reach every part of Germany and connect for all continental points.
HAMBURG	Canadian Pacific Cunard United American Hamburg-American	
CZECHO-SLOVAKIA		
Gateways from Germany	*Routes*	
TETCHEN BODENBACH EGER	German Railways Company connecting with Czecho-Slovakia Government Rys.	An attractive tour of this new republic may be made from Dresden, Germany to Prague, the capital, Carlsbad, famous resort, Prassau, thence by Danube steamer to Vienna, or from Prague to Vienna direct by rail.
AUSTRIA-HUNGARY		
Gateways from Germany SALSBURG KUFSTEIN PASSAU	German Railways Company Austrian Federal Railway System	Salsburg is in charming surroundings of lakes and mountains while Innsbruck is capital of the Tyrolean Alps region. Vienna (side trip to Baden), the capital, is of strong tourist attraction. The Munich-Innsbruck scenic route discloses many natural beauties. Either by Danube steamer or rail tourists may continue into Hungary to Budapest.
SWITZERLAND		
Main Gateways	*Railway Routes*	
FROM FRANCE- BASEL LAUSANNE VAILORBE GENEVA FROM GERMANY- CONSTANCE LINDAU FROM ITALY LUGANO ISELLE	Swiss Federal Railways	Among the myriad attractions are Geneva with Lake and adjacent Mont Blanc region; Martigny, starting-point of the Martigny-Chamonix Railway; Gstaad and Kandersteg, picturesque mountain villages in the Bernese Oberland; Interlaken, the garden spot of the Bernese Oberland, with its Jungfrau Zermatt at the foot of the Matterhorn; Lausanne-Ouchy, facing the Savoy Alps, Montreux-Territet-Glion, Byron's country, with Lake Leman and excursions to the Castle of Chillon and the Gruyere Valley, and Rochers-de-Naye; Lugano in the Swiss-Italian lake district; Lucerne, excursion center of Central Switzerland; Zurich, the country's metropolis, at the portals of the Alps; The Grisons, with its 150 valleys—with St. Moritz, Pontresina, Davos, and other resorts. Berne is the capital.
ITALY		
Main Ports	*Steamship Lines*	
GENOA	Navigazione Gen. Italiana Lloyd Sabaudo Transatlantica Ital.	Italian Lakes of the north including Como, Garda, Maggiore, and Lugano are a few hours' journey from Lucerne or Geneva in Switzerland, or Genoa. Turin, Florence, Milan, Venice "the Queen of the Adriatic," and Rome "the Eternal City" should be included in the itinerary. Naples with its neighboring Pompeii, Capri, Sorrento, and Amalfi, are of unfailing interest and charm. Sicily, "the Treasure Island" for relics of every age of antiquity and natural beauty, is also worth a visit. Palermo, Taormina, Syracuse, Girgenti, and Segesta being points of interest.
NAPLES	Navigazione Gen. Fabre Cosulich Transatlantica Ital.	
SPAIN		
CADIZ	Spanish Royal Mail	Tourist attractions in colorful Spain include Madrid with its museums and galleries; Seville, from which may be visited Granada with its Alhambra; Barcelona, the industrial capital; Toledo, Cordoba, ancient Moorish capital; El Escorial with Pantheon of Spanish Kings, etc.
SEVILLE (via Canal)	Spanish Royal Mail	
BARCELONA GIBRALTAR	Lloyd Sabaudo	



old Hawaii Still Lives

Time treads lightly over these smiling isles. In hid-away places you'll find life now much as it was a century ago. A vacation this summer among such laughing, gentle folk will wipe out mental cobwebs and ennui.

It's worth years in haunting memories just to spend the 3 or 4 weeks required for a round trip from the Pacific Coast. Five or six days of fun each way on a luxurious liner—an enchanting fortnight or more in Hawaii.

Sit on the edge of a live volcano. Taste new fruits. See rare blossoms and trees that flower riotously. Hike, motor, surf, golf and play tennis on all the larger islands. Take inter-island cruises. Rest at comfortable hotels.

It's cool, too. Never above 85 in Honolulu!

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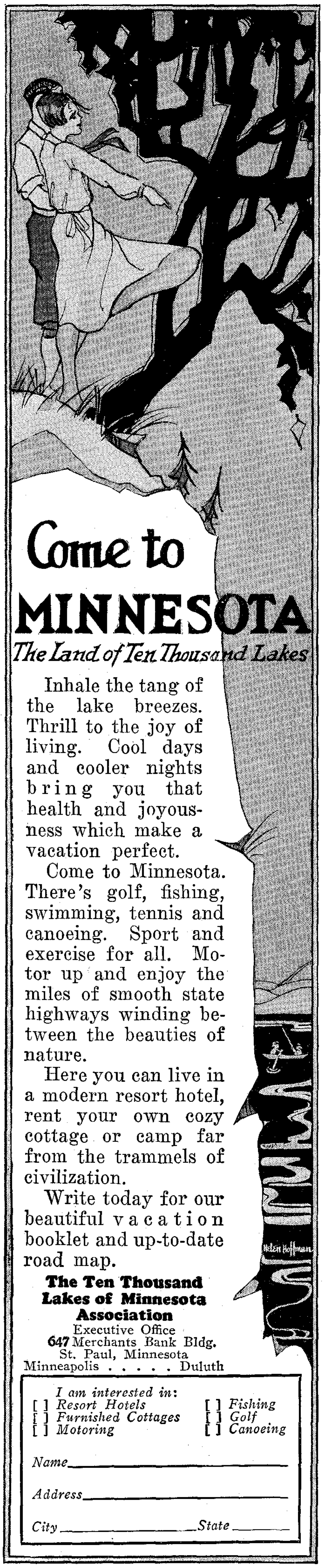

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PLAYGROUNDS OF THE WORLD

—*Continued from page 56*

including the Franconia Notch with its Flume and Profile Rock, the Crawford Notch gateway to the Bretton Woods—Bethlehem region; the Pinkham Notch entered from North Conway, Intervale, Jackson or Gorham, and in the north the wild Dixville Notch, having Colebrook its western and Wentworth its eastern approaches.

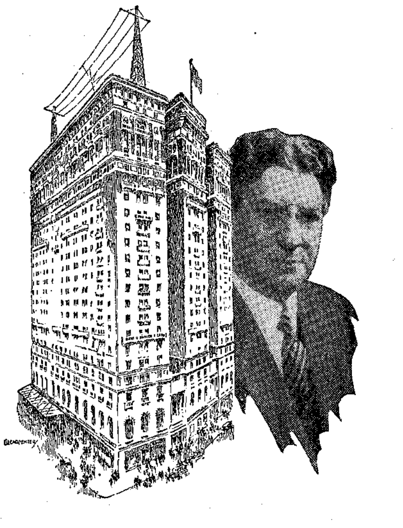
"One-sixteenth of the surface of New Hampshire is covered by water. There are about 600 lakes and ponds in the State, of various sizes and altitudes. The larger and more important include Lakes Winnepesaukee, Squam, Sunapee, Newfound, Winnisquam and Ossipee. Many others, as well, offer attractive recreation advantages. Winnepesaukee, the largest lake in New Hampshire, is one of the most beautiful bodies of water in the world. It has a perimeter of 184 miles, consisting of beautiful bays and charming coves. It is dotted with hundreds of islands, the largest being in excess of 1,000 acres.

"Sunapee, the third largest New Hampshire lake, is about 10 miles long and from one to three miles wide. It is 1,100 feet above sea-level and its deep transparent waters are cradled among hills and mountains. Numerous islands rest on its placid bosom, and nestling on its shores of glens, rocky cliffs, and deep woods are splendid hotels, cottages and summer camps." New Hampshire playgrounds are reached by the Boston & Maine System and its connections. The White Mountain southern gateways are from Boston via Concord, and from New York (New Haven System) to Springfield, Massachusetts, thence by Boston & Maine. Lake Sunapee is reached from Boston via Concord, from Springfield via Claremont Junction.

MAINE'S VACATION INDUCEMENTS

From Kittery, just over the New Hampshire line, to Quaddy Head, eastern outpost of Maine and the United States, the coast is indented with two hundred harbors, lined with 1,300 islands and islets, intersected by numerous rivers, and lined with beaches.

York Harbor, with Short Sands Beach, is a select summer resort. Kennebunk with Kennebunkport and Kennebunk Beach attract many visitors to its seaside and river pastures. In the Saco Bay region are the broad sands of Old Orchard, famous among all Atlantic beaches. Portland is one of Maine's principal rail and water gateways. Here is the birthplace of Longfellow, and a city of tourist interest. From Portland trips lead to the islands and shores of Casco Bay with scores of summering places. A few miles inland is beautiful Sebago Lake. Beyond Portland is Brunswick with Bowdoin College and memories of authors, poets and statesmen. Opposite off the coast lie Harpswell, Baileys and Orrs Islands resorts. Bath is headquarters for the Popham Beach, Squirrel Islands and Boothbay Harbor region. Boothbay is a favorite rendezvous for yachtsmen. From it one may go to historic Pemaquid, Monhegan Island and other points. Penobscot Bay is dotted with inviting vacation places. Rockland, behind Owls Head, is gateway to the picturesque Penobscot River with its Camden, Belfast, Bucksport and Bangor at the head of navigation. The Bay is dotted with a labyrinth of islands with the irregular shore line providing many resorts. From Rockland may be reached Mount Desert, "The Isle of Enchantment," embracing the Lafayette National Park, with lakes, cliffs, forest trails facing Frenchman's Bay and in near proximity to famous Bar Harbor, Seal Harbor, Northeast Harbor, Manset, etc. Beyond Bar Harbor is the Machias Bay Region and Passamaquoddy Bay, natural wonders, including caves and rock bridges, this being the gateway for canoe



A SUGGESTION TO THE REGULAR NEW YORK VISITOR

THERE are some folks who don't like New York. "Too big—heartless" they say—and I've heard them. And those remarks I keep in mind in order to keep McAlpin Service up to a standard that keeps the McAlpin Guest from saying them to me.

New York is as good as your *hotel.* It's with great pride that I say a McAlpin Guest is more than a mere hotel visitor. He is a *contented guest*—or rather, a life-member of a hotel managed for his comfort, convenience and good temper.

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I am as much interested in the man or woman who spends ten dollars with us as with the delegation or convention which spends a thousand dollars.

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Managing Director

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"Where the White Way Begins"
BROADWAY AT 34TH STREET
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trips up the St. Croix River to Grand Lake country.

To those who revel in fresh-water lakes and rivers, in forests and mountainland, Maine offers bewildering opportunities. There are 2,500 lakes, the Androscoggin, Kennebec, Penobscot, St. Croix and scores of other rivers flowing through forests hundreds of miles in area. We have mentioned Sebago. Beyond it are the Songo River chain of lakes. East of the Sebago region is Poland Springs, which began as a resort in 1794. On the western border are the Rangeleys, mecca of fishermen. From the Rangeley country the Dead River waterways are a connecting link with Moosehead and Mount Kineo country. No more picturesque body of water could be imagined than Moosehead, Maine's largest lake. Southward lie the Belgrade and Kennebec constellations of lakes, and on the far east the Grand Lake Waterways. Maine also has its mountains, Mt. Katahdin being its highest summit, towering 5,237 feet over its forested surroundings.

Maine's summer resorts are reached by land over the Maine Central Railroad System and its connections; also the Bangor and Aroostook Railroad; and by water over various divisions of the Eastern Steamship Lines.

IN THE GREEN MOUNTAIN STATE

We are indebted to the Vermont State Publicity Bureau of Montpelier, the Capital, for the following outline of playgrounds within this State.

"Vermont's attractions for the tourist and summer-home seeker include its diversified scenery and its accessibility. The Green Mountains are everywhere prominent from Canada to Massachusetts. There are at least one thousand peaks which equal or exceed a height of 2,000 feet, and The Long Trail extends along this ridge with frequent camps and shelters. All these mountains may be climbed without serious difficulty and the views afforded are far-reaching. There are hundreds of lakes and ponds, most of them in charming mountain settings, that are very beautiful. Champlain, 118 miles long, is the largest navigable fresh-water lake in the United States, the Great Lakes excepted. It figured prominently in three American wars, and 150 years ago on its waters was fought the first important naval battle of the Revolutionary War. Well-kept roads, good hotels and numerous camps invite the travelers. Vermont lies on the direct route from the Adirondacks and Lake George to the White Mountains and the Maine Coast; from Boston and New York to Canadian resorts. Many tourists crossing through the center of the State by the Woodstock-Rutland route, or going north from Boston or by way of the Connecticut Valley, make a slight detour in order to visit President Coolidge's birthplace at Plymouth. Vermont is able to provide a large number of desirable summer homes, easily accessible, at reasonable prices, also locations for camps for boys, girls or adults. The State has maintained a service bureau for the past fifteen years at Montpelier, the capital, designed to aid tourists and home-seekers. The rail routes from the south include those of the Boston & Maine connecting with the Central Vermont System; also the Rutland Railroad. From the north the Rutland and Central Vermont enter the State, while Burlington is a port of call for the through Lake Champlain steamers between Montcalm Landing and Plattsburg."

EMPIRE STATE PLAYGROUNDS

New York's repertoire of summer playgrounds is sufficiently large and diverse to satisfy every preference. From Montauk Light and the Long Island Beaches to the summit of Mt. Marcy in the Adirondacks, from the Berkshire Hills to Niagara the selection is infinite.

The City of New York itself with its own and surrounding attractions is a magnet which attracts hosts of summer visitors

A *real* vacation in COLORADO

costs no more than one near home

Two weeks is plenty—*come on!*

Let's figure a little. Put down these facts about a vacation this year in wonderful Colorado—the *real* vacation you have longed for.

Say you have two weeks. That's enough. Colorado is *near!* You're in the heart of the Rockies the day after you leave Chicago or St. Louis. Ten days—at least—of wonderful fun in the mountains!

Now, the cost. It's much less than you may think. Summer rates on the Burlington are surprisingly low. And you can get comfortable, convenient lodging and board in Colorado for as low as $17.50 a week. You would pay as much for an ordinary vacation near home!

Then, why not Colorado this year? Rocky Mountain National-Estes Park, the Pike's Peak region, Denver's Mountain Parks, the world-famous 236 mile Grand Circle Tour, and a hundred other wonderful experiences are in store for you. For a small additional cost you can have your Burlington ticket take you to magic Yellowstone and Glacier National Parks.

For real enjoyment, come on the Burlington. Famous Burlington service—you'll delight in every mile of it. You'll understand why the Burlington is the "most popular route to the Rockies."

Three fine Colorado trains daily from Chicago, two from St. Louis.

Going to California? Don't miss the chance to go via the Burlington and see the matchless Royal Gorge and Salt Lake City.

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PLAYGROUNDS OF THE WORLD—*Continued*

from all parts of the country. Let us consider it as the starting point for a brief survey of the State's vacation centers.

SEA-GIRT, LONG ISLAND

Southern New York begins with the sea, and as one writer has said, synonymous with the sea is Long Island. Its 280 miles of coast is lined with salt-water beaches, and over its narrow interior blow cooling ocean breezes. Bathing and yachting are favorite summer pastimes and golf is played in invigorating air.

Beyond the suburban communities, which have already crept out almost to Babylon on the south shore and Douglaston on the north are the country homes and estates not only of residents of the Empire State but of many other States.

The south shore, facing the ocean, contains a succession of famous beaches, including popular Coney Island, the Rockaways, Long Beach, Fire Island Beach and Light, Great South Beach and scores of others. Some provide surf bathing; others, behind long sandy ramparts enclosing such elongated indentations as Great South Bay, permit of still-water bathing.

Numerous waterside towns line the coast; among these Southampton is one of our most select watering places. Beyond it is Easthampton, where lived John Howard Payne, author of "Home Sweet Home." Beginning at Canoe Place, where the Algonquins were wont to beach their birch barks, to a point near Southampton, stretch the Shinnecock Hills, resembling a bit of Scotland. Here is the home of the National Golf Links of America and the famous Shinnecock Golf Club whose course is one of almost a hundred on the island. Eastward rise the bluffs of the Montauk peninsula, terminating with the tall column of Montauk Light. It was the dream of the late Austin Corbin, President of the Long Island Railroad, to make of Montauk a transatlantic port. The present dream (which promises to be realized) is to build here a model community of summer homes. Crossing the island from Bridgehampton through Sag Harbor, an old whaling port, Greenport is reached, gateway to Long Island Sound and the yachting waters of Great and Little Peconic Bays, and also an approach to the Shelter Island playgrounds.

The north shore, facing Long Island Sound, is bordered by the ridge forming the backbone of the Island. It is forested and indented with deep bays: Little Neck; Manhasset, rendezvous of yachtsmen; Roslyn, highest point on the island; Oyster Bay, with its grave of Theodore Roosevelt; Huntington and Northport Bays are noted for their estates and views.

Two divisions of the Long Island Railroad, beginning at the Pennsylvania Station, New York, run almost the length of the Island.

ALONG THE SCENIC AND HISTORIC PATHWAY TO CANADA

Northward from New York extends the historic and scenic route to Canada, including the Hudson, the Catskills, Lakes George and Champlain and the Adirondacks.

Opposite the upper part of Manhattan Island on the western shore of the Hudson begins the great Palisades Interstate Park, preserving not only the famous Palisades Ridge for posterity, but conserving as well large areas of the Hudson Highlands and Ramapo Mountains, regions of natural charm, representing a total area of 30,000 acres.

The white man's story of the Hudson River began with the *Half Moon's* voyage. Subsequent chapters included sloops of war; heroic battles along its shores; Fulton's *Clermont* blazing the way for steam navigation and now the swift and sumptuous modern steamboats, some of them having capacities of several thousand passengers. The river trip is one of continuous scenic attraction and historical association. Fort Lee and Fort Washington, the Tappan Zee immortalized by Irving, Stony Point Battlefield, the West Point Reservation, the bold headland of Storm King, Washington's Newburgh Headquarters, and along its upper reaches panoramic views of the blue Catskills; the verdant islands and historic Albany, which was once ancient Fort Orange—all these and scores of other scenes and associations pass in review.

Beyond the Hudson Highlands and set back from the river, stretch the Shawangunk range with famous Lake Mohonk and lofty Cragsmoor, and then the Catskills. More than half a million acres in this range are included in the Catskill State Park. It is a region of forests, streams, sharp slopes and valleys, in its eastern part including the picturesque Ashokan Lake from which New York obtains part of its water supply.

While certain parts of the Catskills may be somewhat over-populated with summer vacationists, many others retain quiet natural charm. Among these are the Twilight Park community at the head of Kaaterskill Cove and the Woodstock region, frequented by artists, each in the eastern range. In the central region the Woodland Valley near Phœnicia, not far from Slide Mountain, the Catskills' tallest summit, and westward the Stamford country, watched over by Mt. Utsayantha.

From the summits of the western Catskills we may look westward over the Delaware Valley country, noted for its rivers, lakes, streams, and pastoral beauty.

Beyond Albany are the six hundred acres of the Saratoga Springs State Reservation, including the waters, drink houses, and baths of this world-famous Spa, while at Schuylerville, near Saratoga, stands the Saratoga Battle Monument, commemorating the surrender of Burgoyne's army to the American forces in 1777.

The next important points on the scenic route northward are Glens Falls, with its cave of "The Last of the Mohicans" fame, and northward Bloody Pond, figuring in the grim conflict of 1755, while just beyond is French Mountain and Lake George. From all standpoints this lake ranks among the world's most beautiful waterways and undoubtedly it is queen of all New York's many inland bodies of water. Thirty miles of forested mountains descend abruptly to each shore of her transparent waters, whole fleets of wooded islands and islets contribute enchanting vistas, while the spirit of Indian tradition and the tragic drama of the French and Revolutionary wars cling to her surroundings.

A short distance north of Lake George the route comes to the shores of Lake Champlain within sight of the restored fortifications of Fort Ticonderoga. Beyond is the Crown Point State Reservation, enclosing the earthworks and stone barracks of Fort Amherst, dating from 1759, standing upon the site of earlier French fortifications. For many miles the broad waters command panoramas of the Green Mountains, rising against the eastern horizon and the Adirondacks on the western.

At the northern end of Lake Champlain the Canadian border is crossed and the route leads northward to Montreal. Water and rail lines with excellent motor routes cover this scenic pathway from New York to the St. Lawrence. The New York Central System provides the rail transportation between New York and Albany with divisions on either side of the Hudson. Into the Delaware country penetrates the New York, Ontario & Western Railroad on its route from Weehawken to Cornwall, thence northwestward to Oswego. From Kingston the Ulster and Delaware reaches into the Catskills and beyond to Oneonta with connection for charming Cooperstown. Between New York, Albany and intermediate points are operated the superb fleet of the Hudson River Day Line with seven observation steamers offering a variety of one-day trips, this summer, celebrating its centennial of service on the Hudson. Night service on the Hudson between New York, Albany, and Troy is furnished by four steamers of the Hudson Navigation Company, equipped with powerful searchlights. North of Albany the rail route is that of the Delaware and Hudson Railroad, either all the way to Montreal, or by summer schedules in conjunction with Lake George and Lake Champlain steamers.

THE GREAT NORTH WOODS

The Adirondack State Park includes the entire central Adirondack Mountain region, embracing 3,313,564 acres, or an area larger than the State of Connecticut, and second only to the Yellowstone National Park among National reservations. Within this territory are the highest summits of the State, innumerable lakes and lakelets, a network of rivers and streams and tracts of virgin forest. These mountains form the watersheds for rivers and streams flowing into Lake Ontario, the St. Lawrence River, Lake Champlain, and the upper Hudson. Including a total area of 12,000 square miles the Adirondacks provide many forms of joyful out-of-door recreation, such as canoeing, golfing, mountain climbing, camping, and motoring. The highest summit is Mount Marcy.

Lake Placid is one of the Adirondacks' most frequented recreation centers. The lake itself, watched over by the towering summit of Whiteface, is rich in natural beauty, while the sky-line includes an extensive panorama of seried ranges and peaks. Three miles south of the village is the State-owned John Brown farm, farmhouse, and grave.

West of Lake Placid are the Saranac Lakes, providing both summer and winter amusements. Here stands "the house in the eye of many winds" occupied during 1887 and 1888 by Robert Louis Stevenson, and now preserved as a shrine by lovers of the great author. To Saranac, in the early days, came Emerson, Lowell, Holmes, and Agassiz on their way to the famous "Philosophers Camp in the Adirondacks" and here Doctor Trudeau founded the first sanitarium for the saving of lives in the balsam-laden air.

Along the western slopes are the Fulton Chain of Lakes, Raquette, Tupper, and St. Regis waterways. Schroon and Loon Lakes are in the heart of the region, and on the north is the Chateaugay country.

ADIRONDACK GATEWAYS AND ROUTES

The eastern gateway for Elizabethtown, "the crossroads of the Adirondacks," Keene Valley, etc., is Westport on Lake Champlain (Delaware & Hudson Railroad and Lake Champlain Steamboats), thence by motor-coaches.

The northeastern gateway is from Plattsburg, reached by the same lines, thence west by the Delaware & Hudson Railroad, through the Saranac, Chazy, Chateaugay and upper Salmon Valleys, back into the Saranac Valley and paralleling southward the New York Central Railroad through Inman, the station for Loon Lake, thence to Saranac Lake Village, with connection with New York Central Branch to Lake Placid.

The Northern gateway is from Malone via Rutland Railroad from Lake Champlain at Rouses Point or from Ogdensburg on the St. Lawrence River at Malone Junction, connecting with Adirondack Division of the New York Central System between Utica, Saranac and Montreal.

Western gateway is from Carthage over New York Central Lines via Harrisville to Newton Falls, where a motor-coach connects for Cranberry Lake region.

The Southwestern gateway is from Utica via Remsen on the Adirondack Division of the New York Central System.

Southern gateways include Poland or Prospect, reached by New York Central Lines.

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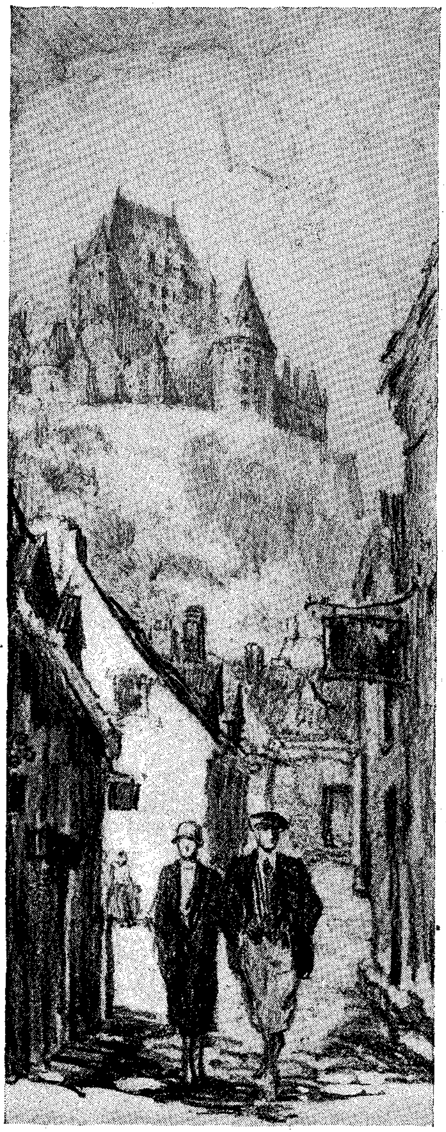

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CHATEAU FRONTENAC

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PLAYGROUNDS OF THE WORLD—*Continued*

ALONG THE ST. LAWRENCE

West of the Adirondacks is the St. Lawrence Reservation, part of an International Park including Chaumont, Black River and Henderson Bays, with the intervening shore line and islands of Lake Ontario and the Thousand Islands and south shore of the St. Lawrence directly adjoining a similar reservation of the Canadian Government on the other side of the International Boundary Line.

"The beauty of the island scenery," says the New York State Guide, "the romantic history of the region, the purity of the air, the restfulness of the surroundings, the attractions for the sportsman, be he an angler for fish, a hunter of game, or a boat-racer for excitement or glory, have been the inspiration of historians, tourists, novelists and poets during the past hundred years, all of whom bear testimony to the virtues of the Lake of a Thousand Islands."

Rail gateways are at Chaumont, Cape Vincent and Clayton on the New York Central System. The principal water gateways are Clayton and Alexandria Bay, ports of call by Canada Steamship Lines.

FOLLOWING THE FINGER LAKES TRAILS

In western New York many attractive playgrounds are available. Conspicuous among these are the "Finger Lakes" region, the Niagara State Reservations, etc. The Finger Lakes include the waters of Skaneateles, Owasco, Cayuga, Seneca, Keuka and Canandaigua. Besides these lakes themselves there are numerous natural attractions adjacent. A system of motor trails connects all of these lakes with the main East and West State highways. Taughannock Falls on Cayuga Lake are higher than Niagara, and have been recently enclosed in a State Park of more than 200 acres. Watkins Glen, a State Reservation at the head of Seneca Lake, includes extraordinary geological formations, cascades and water falls. Near-by is the famous Glen Springs resort, noted for its curative waters and delightful surroundings. An islet at the northern end of Canandaigua Lake containing remarkable geological formations is included in the Squaw Island State Reservation.

The Alleghany State Park is situated in Cattaraugus County, including the great bow of the Alleghany River, and containing 65,000 acres of woods, streams, hills and valleys. Camp sites are available. Salamanca is the nearest city.

The Letchworth Park Reservation includes 1,000 acres on each shore of the Genesee River with the three Portage Falls, a region of rare scenic beauty.

NEW JERSEY SEASHORE RESORTS

From Sandy Hook to Cape May, New Jersey's coast line presents an almost unbroken series of seashore resorts. To the hotels and cottages of Long Branch, Asbury Park, Spring Lake, Barnegat, Atlantic City, Cape May, and scores of others, come a vast army of summer visitors, while Atlantic City, with its five-mile board walk, steel piers, towering hotels, and beach accommodating more than 100,000 bathers a day, is foremost of American watering places and a year-round playground. The rail gateways to the New Jersey beaches include the Pennsylvania, Central Railroad of New Jersey and Reading Systems.

NORTHERN ALLEGHANY PLAYGROUNDS

In the mountains of New Jersey and Pennsylvania are found regions of lakes, streams and rivers, in favor with vacationists.

Along the route of the Delaware, Lackawanna & Western System are numerous

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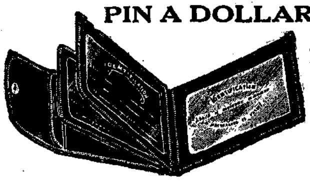

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IRON GLUE

summer playgrounds. In the lake region of New Jersey at elevations of about 1,000 feet are large forested areas in which the waterways include Lake Hopatcong, Culvers' Lake (near Branchville) and Budd Lake (near Andover). More than forty other lakes dot Sussex County.

Farther westward the rapid waters of the Delaware are encountered at that spectacular cleft between Mount Tammany and Mount Misni long known as "The Gap." Trails lead through the mountains clothed in laurel and rhododendron and a notable golf attraction, the Shawnee Country Club with its famous course is near by. In this neighborhood are Stroudsburg and Bushkill.

Beyond, rising to altitudes of 2,000 feet, lie the Poconos, heavily wooded and containing many lakes and fishing streams. Attractive vacation centers are found at Buck Hill Falls, Cresco, Mt. Pocono, Pocono Summit and Tobyhanna.

Southward of the Lackawanna rail and motor routes, wind through the Blue Mountains the Lehigh and Susquehanna Rivers with their Lehigh Valley rail system. Mauch Chunk with its 33-mile switchback scenic railway reaching an altitude of 2,000 feet has attracted generations of vacationists. Other playgrounds include: Lake Winola, of pickerel and perch fame (reached from Falls, Pennsylvania); Lake Montrose noted for its bass; Harvey's Lake, the largest in Pennsylvania, 19 miles west of Wilkes-Barre; White Haven in the Lehigh Valley, etc.

On or near the route of the Pennsylvania System are attractive mountain resorts. Among these are Mount Gretna and Lake Conewago on the South Mountain range of the Blue Ridge; Bedford Springs on the Lincoln Highway, Ebensburg in a region of natural charm; Ligonier on Loyalhanna Creek; Rising Springs; Penns Cave and Kane.

IN THE BLUE GRASS COUNTRY OF KENTUCKY

In the Blue Grass region of Kentucky is to be found a land notable for natural charm and historical association. Rolling fields of characteristic blue spread for miles, broken only by the intervening streams and winding rivers. Scenic creations of unusual impressiveness include the Palisades of the Kentucky River Gorge and the famous Chimney Rock on the same waterway. Along the roadsides are great fields of tobacco, and here are found the most celebrated thoroughbred horse farms in the country, completely encircled by charming stone fences and with magnificent drive-ways and mansions.

Lexington is the metropolis of the Blue Grass domain, an educational center and the hub of rail and motor routes. Five national motor highways intersect this upstanding city. It is a rail gateway for the Chesapeake & Ohio, Louisville & Nashville, and the Southern Railway systems, while scores of motor-coach routes radiate in all directions. With Lexington as a center are numerous other cities of interest, Winchester, Paris, Georgetown, Frankfort, Harrodsburg, Danville, Lancaster, Richmond, etc. Shrines in Lexington include the homes of Henry Clay and of Mary Todd, wife of Abraham Lincoln.

The original of Uncle Tom's Cabin is to be seen near Lancaster.

About seventy miles west of Danville, the historic first Capitol of Kentucky, is the Lincoln's Birthplace National Monument, while one hundred miles southwest of the same city is the world-famous Mammoth Cave of Kentucky.

GREAT LAKES VOYAGES AND PLAYGROUNDS

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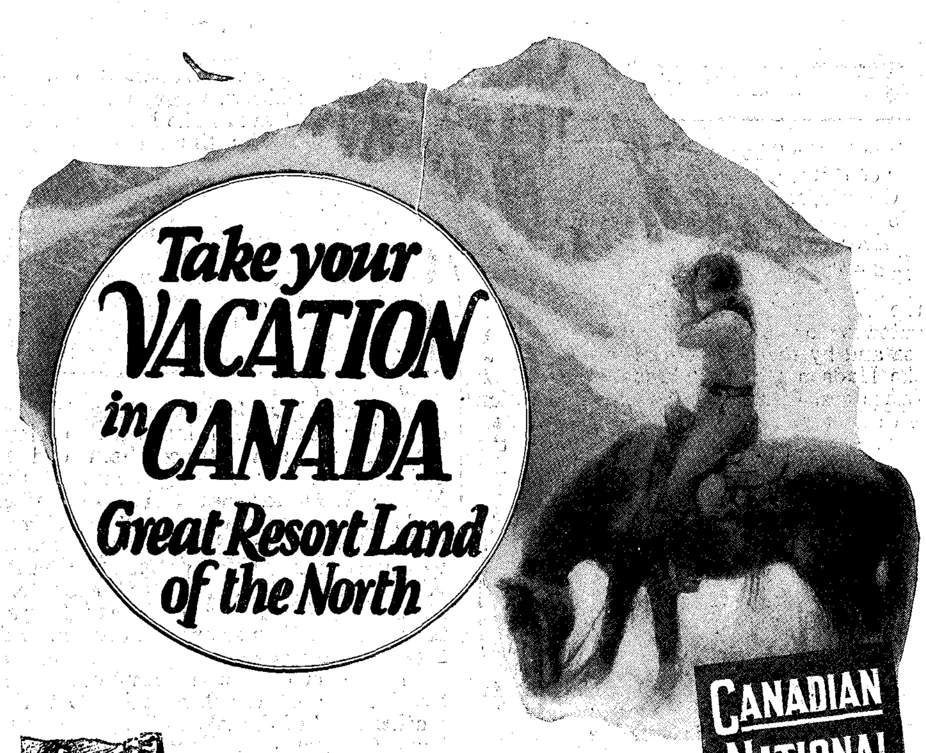

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The Highlands of Ontario: Fishermen joy in the great fishing grounds of Timagami and Algonquin Park forest reserves. Those interested in sports on land and water will find complete happiness at Lake of Bays or Muskoka. The 30,000 islands of Georgian Bay, and the East Coast of Lake Huron offer new vacation thrills in a land of wondrous beauty.

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PLAYGROUNDS OF THE WORLD—*Continued*

River in the Thousand Islands to the harbor of Duluth.

Ontario, smallest of the Great Lakes, is 185 miles long by about 60 wide. It receives the waters of Lake Erie from Niagara Falls and the Great Niagara Gorge. The navigation connection is via the Welland Canal, while Ontario is the gateway to the St. Lawrence route to the sea and by the New York State Canals to the Hudson River. Through the Rideau Lakes and Canal it has water connection with Ottawa and through the Trent Waterway, a motor-boat connection with the Gorgian Bay of Lake Huron. Toronto, the metropolis of Ontario, is the principal port and city of the north shore, a gateway to the Highlands region of the north. Trenton is another approach to these playgrounds and Kingston is the water approach to Ottawa. At the western end of the lake Hamilton is an important rail and lake port, while Lewiston, near the mouth of the Niagara River is point of departure for cross-lake service to Toronto. South shore ports include Rochester, and Oswego, while an eastern port is Sacketts Harbor.

Between Lake Ontario and Lake Erie are the scenic wonders of the Niagara River, including the Falls, which have drawn to their brink generations of visitors, and the inspiring spectacle of the Niagara Gorge Rapids.

A few miles South of these racing waters is the eastern terminal of Great Lakes United States shipping, and one of the greatest rail centers of the country—Buffalo.

Lake Erie, which is 245 miles long, is bordered by interesting places.

Cleveland typifies the best qualities of a modern American city. Its front-door facing the Lake has been beautified; its parks are models of landscape gardening; its "Group Plan" of public buildings has resulted in pleasing civic creations; its residential districts arouse the visitor's admiration.

Near Sandusky is Cedar Point, a popular playground, and historic Put-in-Bay. It was here that Perry fought the Battle of Lake Erie in 1813, his victory regaining the territory of Michigan for the Americans through the Treaty of Ghent.

Passing up the Detroit River, connection with the Upper Lakes, Sugar Island with its public park is passed and tall chimneys against the skyline proclaim Detroit, the automotive capital of the world. Past its busy wharves moves a constant procession of vessels carrying the vast tonnage of the lakes, passenger steamships, freighters, excursion steamboats and busy ferries. The sightseeing trips include some of the world's greatest modern industrial plants and Detroit's residential districts, business centers and charming Belle Isle Park.

Ascending the Detroit River the broad waters of Lake St. Clair are crossed and the Government Ship Canal traversed into the St. Clair River, passing the numerous resorts fringing this waterway, and finally reaching Port Huron and its neighbor on the opposite shore, Sarnia, two ports that rank high in Great Lakes commerce.

Just beyond them is the entrance to Lake Huron, 250 miles long and containing a large selection of summer playgrounds. Two great indentations form its eastern and northern part, the Georgian Bay and North Channel. Along the coast is a labyrinth of the Thirty Thousand Islands, rock-shored and forested, a veritable fairyland for the fisherman and camper, Parry Sound being the headquarters for this region. Northward is the mouth of the French River, inviting the canoeist to follow its picturesque course to Lake Nipissing. Beyond the Georgian Bay lies the bay-indented and lake-covered surface of Manitolin Island, alluring to the sportsman. We are now at the parting of the Great Lakes Routes. Northward leads the St. Marys River to the great locks of Sault Ste. Marie, portal to Lake Superior. Westward are the Straits of Mackinaw, through which shipping enters or leaves Lake Michigan. Opposite these straits lies an island gem famous among lake resorts, Mackinac, its ancient fort looking out upon a waterscape of surpassing beauty and its surface containing numerous unusual rock carvings. Delightful playgrounds are found in the neighboring Les Cheneaux isles.

On the western shore of Lake Huron are numerous Michigan resorts, either at or approached from Saginaw Bay, Tawas Bay, Thunder Bay or Cheboygan, opposite Bois Blanc Island.

Lake Michigan, 300 miles long, is lined on either shore with innumerable playgrounds, while at its southern end is Chicago, greatest clearing house of the Middle West for rail and lake traffic. Following the eastern coast of the Michigan Peninsula southward are such well-known vacation centers as Harbor Springs, Charlevoix, Traverse Bay, Manistee, Ludington, Muskegon, Grand Haven, Holland, Saugatuck, Benton Harbor and St. Joseph. All these also serve as gateways to the charming regions of lakes and forests occupying the interior of the Peninsula. At the southern end of the lake is the picturesque Dune Country of Indiana, in favor with artists and campers. From ancient St. Ignace down the western coast of Lake Michigan are found the Green Bay resort region, including Washington Island, Menominee, Sturgeon Bay and Green Bay itself. Chicago, with its more than 18,000 acres of parks, its stately waterside hotels and attractive residential suburbs, is a city of unusual tourist interest.

"The Soo," as we have said, is portal to the greatest body of fresh water in the world, Kitchi Gama, "The Great Sea Water," as the Indians termed Lake Superior.

On the north shore the vast forested region of Nipigon and Lake of the Woods meets its waters, tumbling rivers and streams debauching into its bays. Trading posts and Ojibway Indians are reminiscent of the pioneer era.

Skirting the north coast from Sault Ste. Marie there are long stretches of unpopulated shoreline. Rugged Michipicoten Island lies westward of the harbor of the same name. Far beyond are the deep indentations of Nipigon Bay with the Canadian Pacific's bungalow camps; Black Bay and rising majestically against the skyline the stern rock of Thunder Cape, sentinel of Thunder Bay, on the western shores of which stand the twin cities of Port Arthur and Fort William. South of Thunder Bay, marked by the Rock of Ages Light, lies Isle Royale, one of Superior's most intriguing islands.

Beyond Thunder Bay, just across the International Borderline, is the Grand Portage, the historic beginning of the voyageurs trail by land and water from Lake Superior to Lake Winnipeg and Hudson Bay. At the tip end of Superior, behind a towering aerial lift-bridge is Duluth the "Zenith City," rail gateway to the west.

Following the South Shore eastward the archipelago of the Apostle Islands is met, the copper country and toward the eastern end a limestone wall 300 feet high with caverns and other formations bearing the name of The Pictured Rocks.

SOME GREAT LAKES ROUTES

A tempting variety of water trips are available to Great Lakes Tourists, ranging from a few hours' sail to a week's cruise. It is possible to outline here briefly only the more important.

Between Lewiston and Toronto service is by Niagara Division, Canada Steamship Lines; between Toronto, Rochester and Kingston are operated the steamers of the Toronto-Montreal Division of the Canada Steamship Lines. Between Buffalo and Cleveland steam the fleet of the Cleveland & Buffalo Transit Co. Between Buffalo and Detroit; Detroit and Chicago via Mackinac Island and St. Ignace; Detroit and Cleveland, are routes of the great steamers of the Detroit & Cleveland Navigation Company. Between Buffalo and Duluth sailings are made by Great Lakes Transit Corporation calling at Cleveland, Detroit, Mackinac, Sault Ste. Marie, Houghton.

Between Buffalo and Chicago two cruises weekly are offered by Chicago, Duluth & Georgian Bay Transit Co. calling at Detroit and Mackinac Island westbound; eastbound from Chicago, calling at Mackinac, Parry Sound, Detroit, Cleveland. Cleveland, Cedar Point and Put-In-Bay are joined by Cleveland & Buffalo Transit Co. Between Detroit and Duluth sailings are made by Northern Navigation Company, with calls at Sarnia, Sault Ste. Marie, Port Arthur; between Port McNicoll and Ft. William service is by Canadian Pacific Great Lakes steamers, calling at Sault Ste. Marie. Also sailings Owen Sound to Ft. William, calling at Sault Ste. Marie. Radiating from Chicago to all important Lake Michigan ports are divisions of the Goodrich Transit Company's fleet.

WISCONSIN AND ILLINOIS LAKES

The numerous waterways surrounding and covering large areas of Wisconsin provide a variety of summer playgrounds. Along the borders of this State are Lake Superior and the Menominee River on the north, Lake Michigan on the east, and the Mississippi and St. Croix River Valleys on the west. In southeastern Wisconsin are large isolated lakes and the Wisconsin River, while in the northern and northwestern regions are clusters of large and small lakes and streams, included in which area are the Turtle Waters, Manitowish Waters, Eagle Waters, Lac du Flambeau Indian Reservation, and Three Lakes Waters—all of which can be covered through connecting thoroughfares and over easy portages by delightful canoe trips, the important starting points being Eagle River, Lac du Flambeau, Woodruff, Tomahawk Lake, Rhinelander and Land O'Lakes, Wisconsin. But a few miles to the west is the wonderful lake region adjacent to Hayward, Spooner, Chetek, Cable, Rice Lake, etc., all of these places being concentrating points for the vacationer to reach the lake and resort district, and served by the Chicago & North Western Ry. Here alone are 518,000 acres of waterways and forests.

In the southeastern area are Geneva Lake, 24 miles in circumference; Mendota and other lakes surrounding Madison; Fox Lake; Green Lake in the Lauderdale Lakes group; Winnebago, on the shores of which is Oshkosh; Delavan, popular with yachtsmen.

In all the middle west no other such fantasies of nature are found as those which form the Dells of the Wisconsin River in southwestern Wisconsin.

The labyrinth of lakes in Northern Wisconsin includes the following groups:

From Minocqua gateway lakes: Squirrel, Squaw, Arbor Vitae, Big Tomahawk, Kawaguesaga, etc.

Trout Lake Group including: Trout Lake, White Sand Lake, Allequash Lake, Rock Lake, Spider Lake, etc.

From North Lake is reached the Osauchee Lake region, and farther northwestward the Beaver-Fox Lake Country and Lake Puckaway and Green.

In the Star Lake Country, reached from Star Lake: Plum Lake, Laura Lake, Irving Lake, Partridge Lake.

From Papoose Lakes: Clear, Big, Little Papoose, Presque Isle.

In northern Illinois begin the myriad lakes which dot the countryside northward through Wisconsin and Minnesota. The first of these are found less than fifty miles from Chicago. Crystal Lake and Lake Zurich are favorite week-end resorts of the middle western metropolis. As the Wisconsin State line is approached in Lake and parts of McHenry Counties, vast areas of lakes and rivers are encountered, FREE: New book on Oil Heat for homes. Clip coupon below.

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The secret is in Nokol's famous combustion chamber. It does away with brickwork or other makeshift alteration of your furnace or boiler; scientifically adapts your heating plant for oil burning.

In the new Silent Nokol *this combustion chamber is even more effective than ever before—and will outlast the furnace or boiler.*

AND NOTE THIS IMPORTANT FACT: Nokol is one of the few automatic oil burners made in an adequate range of sizes to fit the wide range of heating-plant sizes. *Each installation is individually fitted to its particular furnace or boiler, its particular home or building.*

This sounds technical. But it is the basis of fully automatic heat with economy; of real, modern comfort. It makes your household master of its heat—not heat master of the household.

Where to see it—
(clip coupon)

Clip and mail the coupon below—and you learn where, in your own locality, the new Silent Nokol may be seen in operation.

And you also receive, free, the most intelligent book so far written on the whole subject of OIL HEAT. Its language is clear, non-technical.

Now is the time to do this; mailing the coupon, today, is the way to start.

TO MEN AND WOMEN WHO *Think*

Nokol gave automatic oil heat to the American Home nine years ago—several years before others followed.

More homes have Nokol today, than any other automatic oil heating service. At the end of 1925 more than $22,000,000 was invested in Nokol equipment in American homes, and service had been extended to seven foreign countries. The first four months of 1926, Nokol sales to home owners ran 76% ahead of 1925's first four months; a rate of more than $3,000,000 increase over 1925 business.

These purchasers—thinking men and women—have made this institution possible. Its success and permanency are founded on the tribute of a grateful public to the builders of Nokol.

FREE: New Book

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Please send your "New Guide to Oil Heat for Homes"—and tell me where to see the new *Silent* Nokol.

*Name*____________________

*Address*__________________

*City*_____________________

*State*____________________

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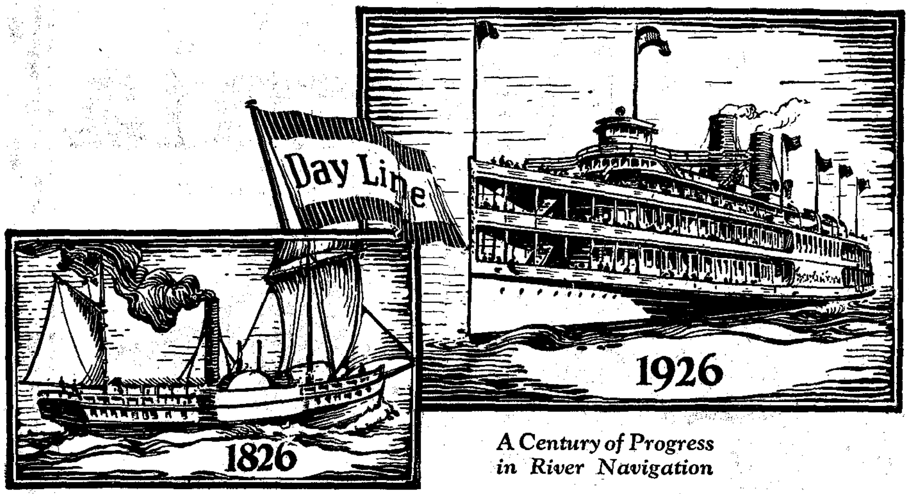

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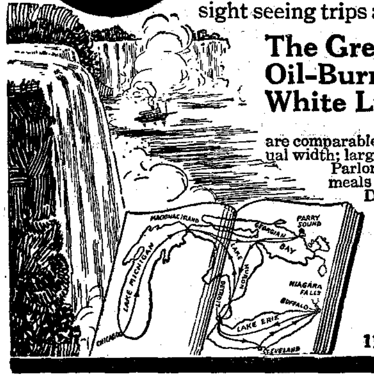

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PLAYGROUNDS OF THE WORLD—*Continued*

including Lake Geneva, the Pistakee—Fox Lake and Fox River group; Grass Lake and the Nippersink Lake regions. Principal of the rivers flowing from this territory is the winding Fox, while from Wisconsin through western Illinois the picturesque Rock River finds its way.

All of the foregoing regions are reached either by the Chicago & North Western or the Chicago, Milwaukee & St. Paul.

MINNESOTA'S TEN THOUSAND LAKES

Since the days when Indians ruled, Minnesota has been a land of beauty and romance. Stories of the Falls of Minnehaha and legends of the Red Men relating to mighty conquests for possession of this natural paradise were brought back to civilization by early explorers. It was this lore that inspired Longfellow to put the story of Hiawatha into immortal verse.

Minnesota has 10,000 lakes and 1,000 summer resorts. She has more than 2,500,000 acres of forest lands in State and national parks, with 500,000 more acres to be added soon.

The fact that the Minnesota forests border on the great Canadian Quetico National Forest, means that this region will ever abound with wild life, and that now as in future years visitors will have an opportunity to see nature as it existed here before the advent of the white man.

The lakes are dotted over wide areas of the State, most of them having wooded shores and bathing beaches. Thousands abound with fish.

Places of historical, scenic and commercial importance are: Superior National Forest, with big woods, game, rugged beauty and wonderful canoe trails. Several Minnesota State parks adjoin it, making total forested area here 2,150,000 acres. Minnesota National Forest, 312,000 acres in north central part. Itasca Park has 32,000 acres of wild land at headwaters of Mississippi River. The Interstate Park at Dalles of the St. Croix and Minnehaha Falls at Minneapolis are noted for their rugged rocky scenery. Ramsey State Park also has rugged scenery and is important in Indian history. Pipestone Quarries is the only place in the world where the real red pipestone is found—rich in Indian legendary lore, and revered as the Indians' Garden of Eden. These regions are referred to often by Longfellow in his poems. A State trunk highway system of 7,000 miles, which with the county highways gives the State more than 18,000 miles of well-marked good roads. The attractive "twin cities" Minneapolis and St. Paul are rail centers for the Burlington Route; Chicago & Northwestern System; Chicago Great Western; Chicago, Milwaukee & St. Paul; the Rock Island System; Great Northern; Northern Pacific; Soo Route and other lines; and Duluth reached by the Chicago & Northwestern System; Soo Route; Chicago, Milwaukee & St. Paul System; Duluth, South Shore & Atlantic; Duluth, Winnipeg & Pacific; Great Northern & Northern Pacific Systems; Lake Lines, etc., are leading commercial centers and railroad gateways to the playgrounds.

OZARK PLAYGROUNDS

This mountain region covers large areas of southwestern Missouri and northwestern Arkansas. Its natural characteristics include forest-clad mountains, sparkling springs, clear lakes and rivers winding between picturesque banks. Camping, fishing, boating and bathing are favorite forms of recreation.

Through the Ozarks flow numerous rivers. Noteworthy among them is the tortuous James and the winding White River. A delightful float trip through enchanting surroundings of 125 miles begins at Galena on the James, continuing to its confluence with the White, thence to Hollister. On this paddle trip a four-mile hike or drive from the mouth of Bull Creek leads to Marvel Cave, which Wright has made famous in his "Shepherd of the Hills," and to numerous caves of especial interest, especially the Fairy and Diamond Caves. The Gasconade, Elk, Indian and Illinois Rivers are much sought after by fishermen.

Numerous gateways are available by rail and motor, but Joplin as the Western Gateway, Springfield as the Northern, and Fort Smith, Arkansas, as the Southern, are more easily accessible. The White River Division of the Missouri Pacific intersects the White River country. It is reached from Omaha, Kansas City, St. Louis or Memphis. From Kansas City, St. Louis or Memphis, and from Texas cities, rail communication is made by Frisco lines either at Joplin or Springfield. Another rail approach from Kansas City on the north, and Texas or Louisiana on the south, is provided by the Trunk Line of the Kansas City Southern, through Fort Smith, Siloam Springs and Neosho.

WHERE RISE THE BLACK HILLS

Rising precipitously from the surrounding plains these majestic heights cover an area of 100 miles north and south and 50 miles east and west in southwestern South Dakota. Their maximum elevation is reached in Harney's Peak, 7,000 feet.

Directly in the center of this region is the Custer State Park and the Harney National Forest, abounding in wild life, including buffalo, elk, deer, antelope and mountain goats. Camp grounds, cabin sites, and four golf courses are available in the Park. Through the heart of the region runs the "Custer Battlefield Hiway" and other through motor routes.

Numerous approaches lead into the region. Among the northern gateways are Newell and Belle Fourche each on the Chicago & Northwestern System and the Short-Cut-West Highway. At the latter town the famous Tri-State Rodeo or Round-up is held each July. Among the eastern gateways are Sturgis, near the Crystal Cave, with its 1,500 chambers; Rapid City on the Chicago, Milwaukee & St. Paul, and the Chicago & Northwestern Systems and four national and state highways; Fairburn and Buffalo Gap, each on the Chicago & Northwestern System, and the Omaha-Rapid City Highway. The principal southern approach is at Hot Springs in the Vale of Minnekahta, a famous health resort offering also varied out-of-door recreation and near Wind Cave National Park, including a cavern containing 100 miles of explored passages. Hot Springs is on the Burlington Route and the Chicago & Northwestern System and four motor highways. Approaches from the West include: Edgemont; Custer and Hill City on the Burlington Route; Deadwood on the Burlington and the Northwestern Systems, and Spearfish in Spearfish Canyon on the "Custer Battlefield Hiway." At Deadwood are reminders of famous pioneer characters.

Forty miles east of these mountains lie the "Badlands" of South Dakota on lines of travel from the east. Amid their varicolored canyons roamed in past ages the dinosaur and other prehistoric animals, leaving fossil remains for us to discover.

IN THE BIG HORN COUNTRY

Midway between the Black Hills of South Dakota and the Rockies rise the Big Horn Mountains of northern Wyoming. Beginning in southern Montana they extend southward 150 miles. Over this region stretches the protecting arm of the Big Horn National Forest, embracing 1,136,000 acres. The maximum altitude is 13,000 feet.

It is a labyrinth of peaks, canyons, streams, rivers, lakes and glaciers clothed below the timber line with virgin forests. Big game and trout abound. Within its

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PLAYGROUNDS OF THE WORLD—*Continued*

pristine reaches once hunted and fought the Sioux, Crow and Cheyenne tribes. To-day on the summit of Medicine Mountain may still be seen an Indian medicine wheel antedating history or tradition. Near-by are scenes of tragic drama in border warfare of pioneer days. Here in the Buffalo Bill country are the battlefields of Custer and Kearney and a score of other heroes.

Encircling the eastern, northern and western borders of the Big Horn region are two divisions of the Burlington Route providing through service from Chicago, St. Louis, Kansas City, Omaha or Denver, while the "Custer Battlefield Hiway" between Omaha and Glacier National Park is a motor route.

The principal eastern gateway is Sheridan, an upstanding, progressive western city in attractive natural surroundings. Other eastern approaches are from Clearmont (to Buffalo via Wyoming Railway); Alger; Ranchester, Parkman and Wyola. Gateways on the western slope include Thermopolis, Worland, Greybull and Frannie.

At Thermopolis in Big Horn Park are the Big Horn Hot Springs, gushing forth a daily flow of 18,600,000 gallons of curative, medicinal waters. Each of the foregoing gateways is located on the Burlington Route.

THE COEUR D'ALENE REGION

In the Panhandle of Idaho and southward are regions of wondrous natural charm and scenes of thrilling pioneer adventures. Beginning almost at the Canadian border and stretching southward about 100 miles are a series of lakes including Priest, Pend O'Reille, Hayden, Coeur D'Alene, Chatcolet with many contributing rivers. Into Lake Coeur D'Alene from its source in the Bitter Roots flows the "shadowy St. Joe" River, one of the most picturesque navigable waterways of the West. Along the eastern border rise the Coeur D'Alene and Bitter Root ranges, while in southern Idaho and along the western boundary flows the Snake River.

Craters of the Moon National Monument on the Snake River Plateau in south central Idaho contains curious formations of volcanic origin resembling no other in the country. The nearest rail station is Arco on the Union Pacific's Oregon Short Line.

Through the heart of the Coeur D'Alene Country has been opened recently the North and South State Highway.

Among the northern gateways are Bonner's Ferry on the Great Northern Railway; Coeur D'Alene and St. Marys on the Chicago, Milwaukee & St. Paul and the Northern Pacific Systems. From the south the region is approached from Boise and other cities on the Oregon Short Line of the Union Pacific System.

SPENDING THE VACATION ON A RANCH

The "Dude Ranch" is an institution of the West which is meeting with increasing favor. Its aim is to give the business or professional man and his family a taste of the freedom and novelty of ranch life. On the well-ordered "Dude Ranch" accommodations are comfortable but not luxurious, food is plentiful and wholesome but not elaborate. Service is prompt and courteous, but without a trace of servility. The spirit of the ranch family is democratic. Organized entertainment is sufficient without being exacting. The saddle-horse is supreme among forms of recreation.

In the table on the following page are given the names and post-offices of "Dude Ranches" in various parts of the West listed by several railway systems.

SOME RANCHES ON THE BURLINGTON ROUTE

Name	*Post Office Address*
Absaroka Lodge	Wapiti, Wyoming
Aldrich Lodge	Ishawooa, Wyoming
Blackwater Camp	Cody, Wyoming
Bones Bros. Ranch	Birney, Montana
Boulder Lodge	Contact, Montana (via Big Timber)
Eatons' Ranch	Wolf, Wyoming
H. F. Bar Ranch	Buffalo, Wyoming
Hilman's Ranch	Big Horn, Wyoming
Holm Lodge	Cody, Wyoming
I. X. L. Ranch	Dayton, Wyoming
Jones Ranch	Shell, Wyoming
Klondike Ranch	Buffalo, Wyoming
Lodore Ranch	Story, Wyoming
Majo Ranch	Valley, Wyoming
Morris Ranch	Cody, Wyoming
Mountain Home Ranch	Parkman, Wyoming
The N. E. Ranch	Ishawooa, Wyoming
Pahaska Tepee	Cody, Wyoming
Paradise Ranch	Buffalo, Wyoming
P. Bar P. Ranch	Cody, Wyoming
"Quarter Circle U" Ranch	Birney, Montana
Red Cliff Ranch	Buffalo, Wyoming
Red Rim Ranch	Wyola, Montana
Fred J. Richard Ranch	Cody, Wyoming
Rosebud Ranch	Kirby, Montana
Camp Senia	Red Lodge, Montana
The Snyder Ranch	Ishawooa, Wyoming
The Spear Ranch	Sheridan, Wyoming
Staples Ranch	Story, Wyoming
Sunlight Ranch	Painter, Wyo. (via Cody)
Tepee Lodge	Big Horn, Wyoming
Trapper Lodge	Shell, Wyoming
Valley Ranch	Valley, Wyoming
The Wigwam	Ten Sleep, Wyoming

ON THE CANADIAN PACIFIC RAILWAY

Name	*Post Office Address*
Buffalo Head Ranch	Pekisko, Alberta, Can.
Kananaskis Dude Ranch	Kananaskis, Alberta, Can.
T. S. Ranch	Longview, Alberta, Can.

ON THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

Name	*Post Office Address*
Bandman Manor Ranch	Missoula, Montana
Binko Recreation Ranch	Clearwater, Montana
Cottonwood Stock Farm	Bearmouth, Montana
Curley Dunlap's Dude Ranch	Lewistown, Montana
Edgewood Recreation Ranch	Ovando, Montana
Hiawatha Lodge	Dayton, Montana
Karst's Cold Spring Ranch	Salesville, Montana
Lazy K Bar Ranch	Big Timber, Montana
Medicine Tree Ranch	Conner, Montana
O T O Ranch	Corwin Springs, Montana
O. W. Potter's Ranch	Missoula, Montana
Rock Hill Ranch	Brazee, Montana
Two Kay Ranch	Stacey, Montana
Wilson's Ranch	Eldridge, Montana

ON THE GREAT NORTHERN SYSTEM

Name	*Post Office Address*
M-Lazy-V Ranch	Marion, Montana (via Kalispell)

ON THE NORTHERN PACIFIC RAILWAY

Name	*Post Office Address*
Alt Ranch	Wolf Creek, Montana
Double L Bar Ranch	Ishawooa, Wyoming
Elkhorn Ranch	Bozeman, Montana
Flying "H" Ranch	Fishtail, Montana
Fox and Acuff Ranch	Ovando, Montana
Hart-Bar-T Ranch	Contact, Montana
Lone Wolf Ranch	Pryor, Montana
Hutchins' Ranch	Lyon, Montana
Micky Wagner's Ranch	Coram, Montana
Parker's Ranch	Gardiner, Montana
Pine Crest Ranch	Luther, Montana
Riverside Inn Ranch	Columbus, Montana
Sprague Ranch	Lyon, Montana
The Tee Bar Ranch	Big Arm, Montana

ON THE SANTA FE SYSTEM

Name	*Post Office Address*
Bishopp's C-4 Rancho	Wickenburg, Arizona
Circle-Flying-W-Ranch	Wickenburg, Arizona
El Rito Ranch	El Rito, Rio Arriba Co., N. M.
Los Alamos Ranch	East Las Vegas, N. M.
Mountain View Ranch	Cowles, San Miguel Co., N. M.
Remuda Ranch	Wickenburg, Arizona
San Gabriel Ranch	Alcalde, Rio Arriba Co., N. M.
Valley Ranch	Valley Ranch, New Mexico

ON THE SOUTHERN PACIFIC SYSTEM

Name	*Post Office Address*
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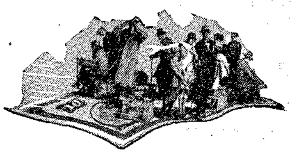

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The Malolo *(Flying Fish), the new Matson liner, will be launched June 26th as a feature of the Sesquicentennial in Philadelphia. 150 private baths, swimming pool, forced ventilation in all staterooms, are a part of her equipment.*

The Royal Hawaiian Hotel, *now being built in Honolulu, will stand on ground once sacred to Hawaiian kings, overlooking Waikiki. It will cost over three and one half million dollars.*

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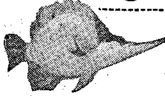

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PLAYGROUNDS OF THE WORLD—*Continued*

GLIMPSES FROM THE CAR WINDOWS OF FAMOUS TRANSCONTINENTAL TRAINS

In order to suggest briefly the varied scenic and other attractions of the main United States transcontinental routes, let us board some of their premier trains. The experiences of travelers crossing Canada by each of her great rail systems will be found under our Canadian section.

OVER THE GLACIER PARK ROUTE

Shortly after eleven o'clock in the evening the "Oriental Limited" leaves the lights of Chicago behind, following the rails of the Burlington Route west and northwest to the Mississippi, which we view for many miles next morning. At St. Paul the Limited is taken over by the Great Northern System. We are now in the Ten Thousand Lakes of Minnesota region, and waterways are everywhere in evidence. At Grand Forks passengers who have come West over the Great Lakes to Duluth, thence to this point over the same system, join the train. Then the train enters the Red River Valley, the prairie with great fields of grain stretching out on both sides of the track. At Billings the Great Northern receives trains coming over the Burlington Route from Kansas City and Denver. Two days after leaving Chicago the Oriental Limited reaches Glacier Park Station for stop-over at this wonderland. Resuming the journey westward the route for more than one hundred miles runs through the Canyon of the Kootenai. Hayden Lake in Idaho is passed, and finally the train reaches Spokane; thence through the famous Wenatchee Valley and over the Cascade region through the long Cascade tunnel by electric power and on to Seattle, Tacoma or Portland, according to our destination.

OVER THE MOUNTAINS BY ELECTRICITY

Boarding "The Olympian" of the Chicago, Milwaukee & St. Paul System at the Union Station in Chicago we have pleasant anticipations of a 2,000 mile journey to the Pacific Northwest through enchanting scenery. Through the night the train rolls through the farm-lands of Illinois and Wisconsin, and all through the forenoon glides along the shores of the upper Mississippi River Valley. The Twin Cities of Minneapolis and St. Paul are passed at mid-day and we are on the trail of Indians, explorers and fur traders. Wheatfields of Minnesota and the Dakotas stretch distantly from the right-of-way. Finally, looking ahead we see the foothills of the Rockies and enter regions of continuous grandeur. We go back to the rear end, where an open observation-car has been coupled, and obtain close-ups of forests, rivers, canyons and peaks. The motive power over 649 miles is furnished by electricity generated from the rushing torrents we see from this observation-car. Over and through the Rockies of Montana, over and through the Bitter Roots of Idaho, finally climbing the Cascades of Washington, the long train winds its way until we alight in the refreshing Puget Sound country of Seattle and Tacoma.

VIA THE YELLOWSTONE NORTHERN GATEWAY

Still another route to the Pacific Northwest awaits our choice. Every morning the "North Coast Limited" leaves Chicago on the Burlington System, arriving at the Twin Cities in the evening, whence it proceeds westward over the Northern Pacific Route to the Coast. During the night the Hiawatha country is traversed and next morning the Minnesota Lake Region entered and passed. The unusual

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THESE are the GENUINE French and German Army Officers' 8-POWER Prism Binoculars; famous PREMIERE QUALITE; brand new, PERFECT, Brilliant illumination, exquisite definition; remarkable light-gathering power. Wide field of vision—many times area of field glasses. Central focusing with individual eye-strength and width adjustments. Superbly constructed, handsomely finished rich grain leather. Heat and moisture proof. Complete with leather case, shoulder and neck straps. Usually sell for $40.00 to $50.00. Advantageous foreign exchange rates make possible the Bargain Price **$23.50**

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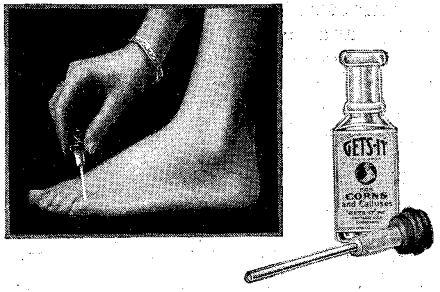

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Acts like anaesthetic

Stops all pain in 3 seconds

HERE'S scientific treatment for corns and calluses. A new way that's ending dangerous paring, that's ending old-time ways. First it deadens all pain. Then it removes the corn completely.

A single drop will take ALL PAIN out of the most painful corn. Instantly and at once, you walk, dance, stand in comfort. Acts just like a local anaesthetic.

Then the corn begins to dry and shrivel. You remove it with your fingers, like dead skin.

Noted dancers use it. Doctors approve it. You will find it a great comfort. The name is "GETS-IT." At all druggists. For your own sake, try it. Satisfaction guaranteed.

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scenery of the North Dakota "Bad Lands" is seen and the historic Big Horn country of Montana with its reminders of Custer, Cody and other heroes of the pioneer era. Billings is passed and then we arrive at Livingston and de-train for the branch-line leading to the Gardiner entrance of Yellowstone National Park. Returning to the Main line west of Livingston the course of the "Limited" is through the Rockies of Montana, the Pend Oreille region of Idaho to Spokane, thence across interior Washington and over the Cascade Mountains to Seattle or along the Columbia to Portland.

THE ROYAL GORGE AND FEATHER RIVER CANYON

From Denver over the Denver & Rio Grande Western System the summer sightseeing train is ready to take us through the heart of the Colorado Rockies. Reaching Denver from St. Louis by through car over the Missouri Pacific System and from Chicago by through service of the Burlington System, or coming hither by any of the other routes mentioned in our descriptive paragraphs treating of the Colorado Rocky Mountain region, we join this daylight train and travel southward passing through Colorado Springs, Capital of the Pike's Peak region, to Pueblo gateway to the 651,000 acre San Isabel National Forest, thence westward into the mountain glories of the Rockies. Early in the forenoon the impressive Royal Gorge is entered and we stop at the famous "Hanging Bridge" for a leisurely view of the canyon. Then the train proceeds west along the Arkansas River, through canyons and close to towering peaks; enters Eagle River Canyon and Valley and the Canyon of the Colorado, passes Glenwood Springs, zigzags down hill into the Utah Valley, near the spectacular Wasatch Range and arrives at Salt Lake City, where after sightseeing we board the "Scenic Limited" for the journey to California over the Western Pacific System, entering the Golden State through the Feather River Canyon and alighting at San Francisco. Both the Denver, Rio Grande Western and the Western Pacific railways are owned jointly by the Missouri Pacific System.

OVER AN HISTORIC TRAIL BY THE OVERLAND ROUTE

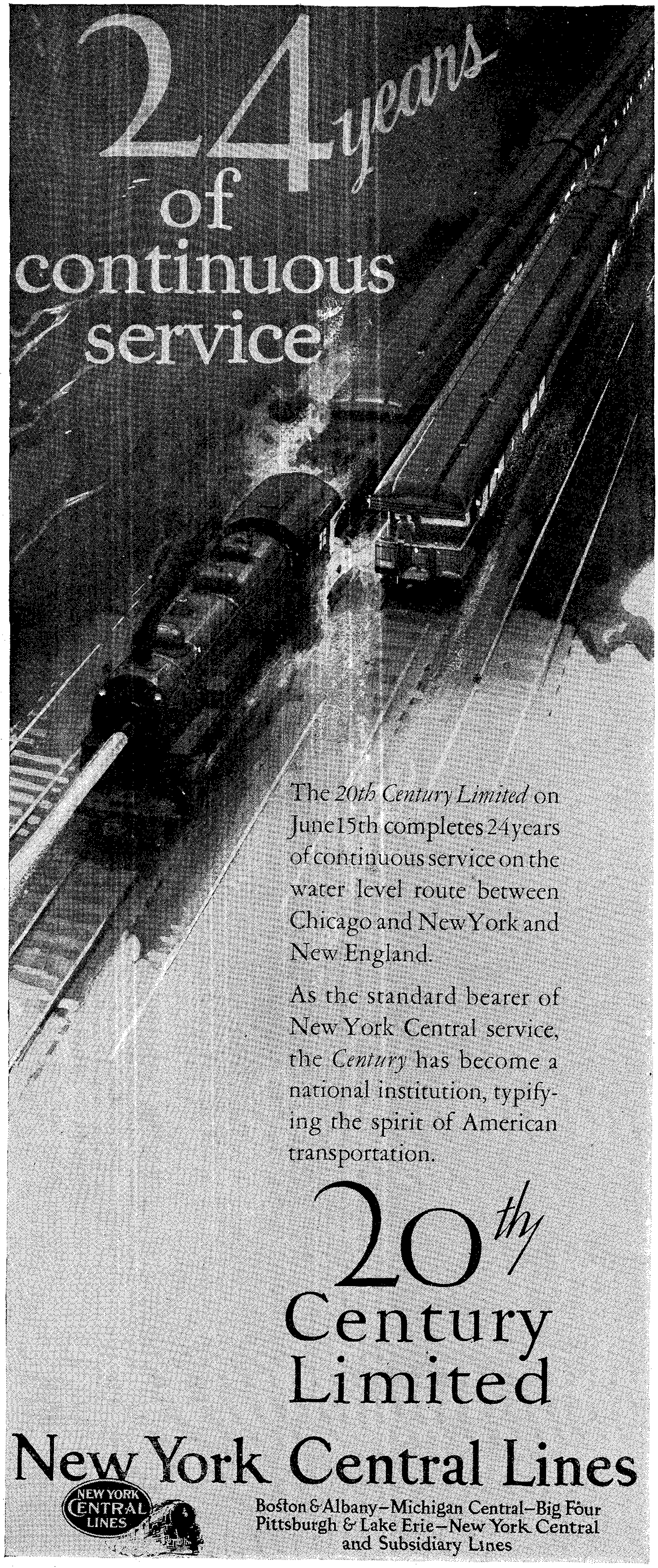
Westward from Chicago over the Chicago and Northwestern to Omaha, or from St. Louis over the Wabash Railway to Kansas City begins the Overland Route of the Union Pacific System following the old Overland Trail.

Let us follow this "Path of Empire" by the "Overland Limited." Across Iowa and Nebraska the train rolls. The Mississippi is crossed at Clinton, the Missouri at Omaha. Along the historic Platte speeds the trans-continental train. Then the mountains loom ahead.

Cheyenne, in the heart of a great cattle ranching country, is the home of the world-famous "Frontier Days'" celebration, held annually, this year's date being from July 27 through the 31st. Here the traveller may diverge for Denver and Rocky Mountain National Park.

From Cheyenne westward the route leads over the Divide in Wyoming, through Laramie, and passing green and brown sandstone buttes the train arrives at Granger where the rail path to the Pacific Northwest separates from that of the Overland Route to Ogden.

We now pass through Echo and Weber Canyons whose mountainous walls look grandly down upon a rushing river, and are at Ogden. From Ogden The Overland Limited continues westward over the Southern Pacific System, crossing the Great Salt Lake over the famous Lucin Cut-Off. The Sierras are crossed at Summit, more than 7,000 feet high, and then through the American River Canyon the river itself barely discernable 2,000 feet below the railroad. An important side trip from Truckee on the main line enables the traveler to visit Lake Tahoe (described elsewhere). The Lake



The *20th Century Limited* on June 15th completes 24 years of continuous service on the water level route between Chicago and New York and New England.

As the standard bearer of New York Central service, the *Century* has become a national institution, typifying the spirit of American transportation.

20th Century Limited

New York Central Lines

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Varied and charming scenery, a sturdy rock-bound coast, broad, sandy beaches, wooded islands, 8,000 blue lakes and crystal streams, the "big woods" and picturesque mountains—that is Maine. An ideal setting for happy days of summer play.

Come by motor and roll on good roads down aisles of silver birches; through green woodland stretches; and along the spray-lashed Maine coast where scenery is unsurpassed. Come by rail—the train service is quick and convenient. Come by boat—a delightful trip from New York or Boston. Maine will give you a friendly welcome. Come this summer.

Hotels, camps and hospitable farm homes offer excellent accommodations as low as $15 a week. Write for Official State Booklets giving just the information you need to plan an ideal vacation in Maine. Let us help you. Send the coupon today.

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PLAYGROUNDS OF THE WORLD—*Continued*

Tahoe trip may be enhanced by the three-day motor tour through Tioga Pass and the Yosemite Valley, rejoining the main rail lines at Merced thence on to San Francisco by way of Oakland.

FROM SALT LAKE CITY TO LOS ANGELES

If we leave "The Overland Limited" at Ogden for the Union Pacific's Southern California Route there are many treats in store. The first of these is Salt Lake City, whose attractions are described elsewhere. But Utah has far greater things in store for him who will make sleeping-car reservations for Cedar City, gateway to the colorful National Parks described in detail on another page. Crossing into Nevada at an elevation of five thousand feet, the route starts on its downward course, penetrating the mountains by way of the beautifully colored Rainbow Canyon, crossing the valley of Las Vegas, where Padre Escalante, in the seventeenth century, made an ending of his famous journey of exploration. A few miles farther and we arrive within the limits of California. Then comes the climb over the Sierra through Cajon Pass and the sudden descent into Southern California with its thousands of acres of golden-fruited orange groves, its palm-shaded homes and its flourishing cities, finally arriving at Los Angeles, the metropolis of Southern California.

TO THE PACIFIC NORTHWEST OVER THE OREGON TRAIL

If our preference is to reach the Pacific Coast over the route paralleling the Oregon Trail we leave the Overland Route at Granger, Wyoming. From here the Union Pacific's main line to the Northwest diverges, swinging into the picturesque Portneuf Mountains of Idaho. It was thus in the momentous pioneer days that the dusty covered wagons swung northward to follow the banks of the Snake and the Columbia toward their distant goal, the rich Oregon country. Crossing Idaho we pass through Pocatello, with its branch line to West Yellowstone, Boise, and at American Falls see one of the greatest irrigation dams in the country. Entering Oregon for two hundred miles the train parallels the south bank of the Columbia and the Columbia River Highway, one of America's greatest motor drives, and we arrive at Portland, "The Rose City."

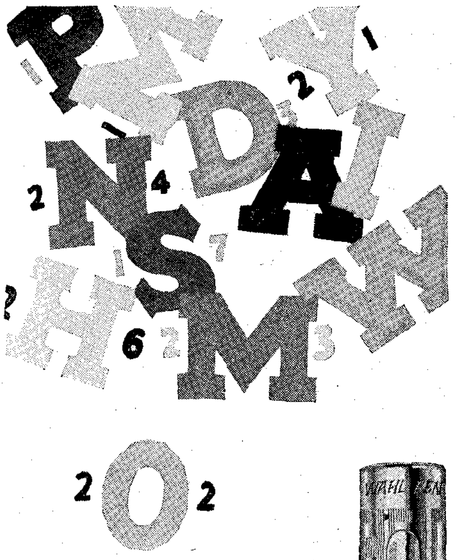
FROM CHICAGO TO CALIFORNIA BY THE "GOLDEN STATE LIMITED"

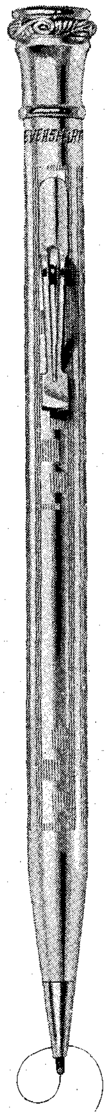
Over the Rock Island-Southern Pacific route this famous train takes us to San Diego, Los Angeles, Santa Barbara and San Francisco. From Chicago to Tucumcari, New Mexico, across the States of Illinois, Iowa, Missouri, Kansas, Oklahoma and Texas, mile upon mile of rolling arable farmland is passed.

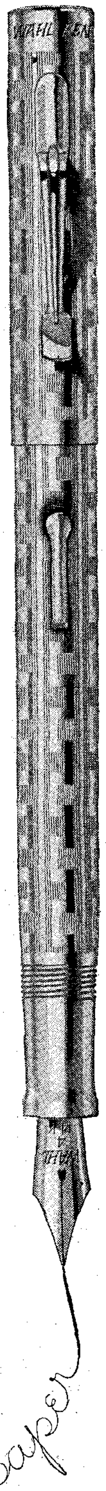
From Tucumcari, the "Golden State Limited" continues to El Paso and then follows the route of the "Sunset Limited" to Los Angeles, San Francisco and other California points. From Yuma near the Arizona-California Line branches the San Diego & Arizona Railway through the Carriso Gorge to San Diego. From the car window we view eleven miles of stupendous, varied and gorgeous scenery. The formation is of granite and hard rock with outcroppings of white marble, and under the varying lights from dawn to dark its colors run from reds and oranges to purple, violet, amethyst and black umber. Turning north ancient San Diego is entered and we are in the realm of California's Playgrounds.

THE SANTA FÉ TRAIL TO SPANISH AMERICA

With anticipations of following the route of a famous pioneer trail, of looking upon prehistoric dwellings, and the colorful natural wonders of Spanish America, we







School days end— Commencement is here —and workaday life is beginning. Give the graduate a gift that carries both sentiment and practicality.

Give something that bridges these momentous days between theory and reality, and helps translate the chance thought into sure advancement.

Give the gift that better than any other teaches Success' first lesson:

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Success waits on the man who keeps in line with his thinking those best friends of an active brain — EVERSHARP AND WAHL PEN.

There's an Eversharp for you in any style and size you want. This one, the popular standard gift and business model, with 18 inches of lead up its sleeve, gold-filled at $5

Perfect writing mate for Eversharp is the new Wahl Pen. Finely balanced; beautifully and lastingly made of precious gold and silver; precisely designed to match your Eversharp, in combination sets, or individually at $8

Put it on paper

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board at Chicago the Santa Fé's "California Limited." Southwestward the rails lead across Illinois, at Ft. Madison crossing the Mississippi, and at Sibley the Missouri. A corner of Iowa is clipt off and 450 miles from the start the great station at Kansas City is entered. From here for many miles the Santa Fé trail is paralleled. At La Junta we may diverge on the division to Colorado Springs-Denver region. At Lamy we stretch our legs in the patio of El Ortiz, one of the world's quaintest inns before taking the side trip to Santa Fé, founded by the Spanish in 1605. Continuing westward from Lamy Indian pueblos flash by and the Valley of the Rio Grande is followed to Albuquerque with Indians pressing near to sell us their various wares. Should time have permitted we might have detrained at Las Vegas, boarded motor-coaches and enjoyed the Santa Fé's "Indian Detour," rejoining the Pullman at Albuquerque, a trip of a thousand wonders through Puebloland. Beyond are other excursions from Gallup and from Adamana the Petrified Forest may be visited. Flagstaff is the point of departure to famous wonders of Spanish America. At Williams the branch line is seen running northward to El Tovar at the Grand Canyon brink, and at Ash Fork another line leads south to the Salt River Valley resorts and to Phœnix. Speeding toward the Pacific the Limited rolls across the Colorado to Needles and we enter California, continuing through Cajon Pass into the Santa Ana and San Gabriel valleys to Los Angeles, and San Diego, the main line continuing from Barstow through the Great Central valley to San Francisco.

FROM THE GULF TO THE PACIFIC ON THE "SUNSET LIMITED"

From the standpoint of historical and scenic interest, the passenger on the "Sunset Limited" of the Southern Pacific System has much to see. Starting from New Orleans, which is reached by through trains from the North and East, or from New York by steamer of the Southern Pacific Lines, the route is to San Diego, Los Angeles and San Francisco, traversing the States of Louisiana, Texas, Arizona, New Mexico and California, each presenting a charm so distinctive as to make the journey resemble a passage through five different countries. In Louisiana we are steeped in the "laissez faire" of the old French empire. Texas quickens the pulse. Arizona and New Mexico vividly recall to us the days when pioneers, prospectors and cavalrymen strove with the redmen for foothold in a virgin country. In Arizona we temporarily leave the train for a tour of the Apache Trail, oldest thoroughfare in the United States, offering one hundred and twenty miles of mountain motor-travel, an indispensable part of the transcontinental journey over the Sunset Route. Resuming the train journey we enter California from the south. Our route up through California is dotted with missions founded by the Spanish padres, and along the rock-girt coast of the Pacific over "the route of a thousand wonders" to San Francisco, the city by the Golden Gate.

SOME COLORADO PLAYGROUNDS

For those who would commune with nature in both her sterner and softer moods Colorado playgrounds have much to offer. Here the Rockies rise to imposing heights with forty-two peaks exceeding altitudes of 14,000 feet. Rivers rush through deep canyons. Four National Forests, the Colorado, Arapaho, Pike and San Isabel cover vast areas. Two National Parks offer a variety of attractions. An invigorating climate tempts the summer tourist.

Denver is the gateway city to Colorado's most frequented mountain regions. From this hub routes extend northward to Rocky Mountain National Park; westward to Castle Rock near Golden, Idaho Springs, the famous Georgetown Loop, Grays Peak and Argentine Pass; southward to Colorado Springs, tourist headquarters and gateway

You'll Have a Better Vacation and See More of the West

If You Travel Via Union Pacific

Almost every city of importance in the West, and every point of scenic interest, including eleven great National Parks, are reached by the Union Pacific.

Unique Yellowstone, towering Mt. Rainier, the majestic Columbia River, Puget Sound, Portland, Tacoma, Seattle, Crater Lake, San Francisco, Yosemite, Sequoia, Big Trees, Los Angeles, Hollywood, Zion National Park, Grand Canyon, Bryce Canyon, Cedar Breaks, Kaibab Forest, Salt Lake City, Denver, Rocky Mountain National Park. Union Pacific service reaches them all!

3 Daily Trains to Los Angeles
3 Daily Trains to San Francisco
2 Daily Trains to Portland, Tacoma and Seattle
3 Daily Trains to Denver and Rocky Mountain Park
5 Daily Trains to Ogden and Salt Lake City
2 Daily Trains to Yellowstone
3 Daily Trains to Zion National Park

Union Pacific summer vacation fares are astonishingly low, Union Pacific trains uniformly luxurious, and Union Pacific roadway exceptionally smooth.

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Tell us what region in the great West interests you. Let us send you beautifully illustrated books and full information about fares and how you can combine all or as many of these wonder places as you choose in one delightful tour.

Address Union Pacific Representative nearest you, or
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RAINIER NAT'L PARK
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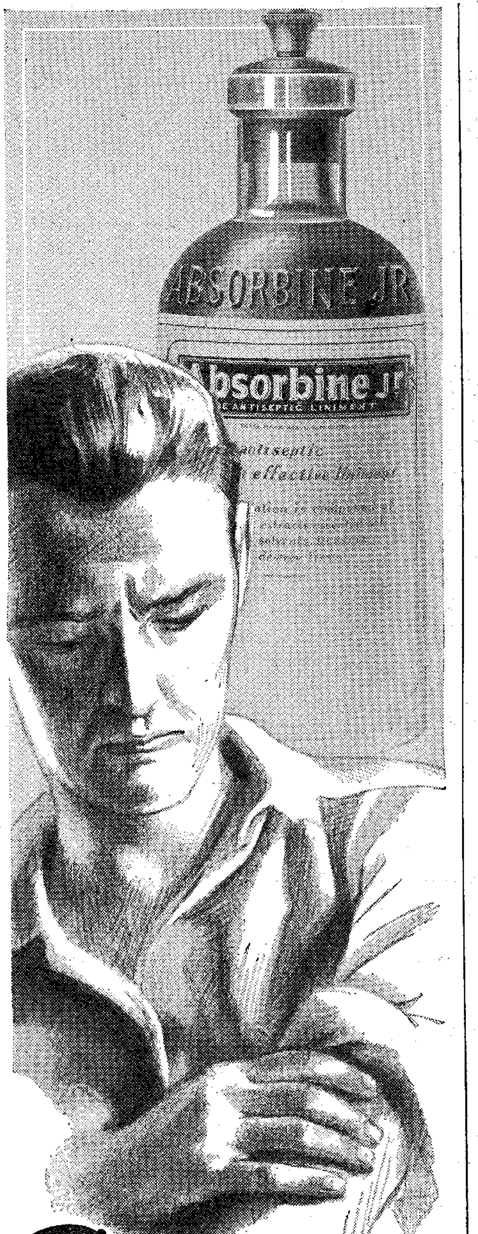
PUGET SOUND
ROCKY MOUNTAIN NATIONAL PARK
KAIBAB NAT'L FOREST
SOUTHERN CALIFORNIA
ZION NATIONAL PARK
YOSEMITE FALLS



Stiff Muscles

Here's quick relief

APPLY Absorbine, Jr.! Let it make sore, lame muscles limber again. The relief from congestion comes quickly.

As Absorbine, Jr. penetrates in the affected area, the circulation responds to the hurry call for reserves. The pain and aches are routed!

Take *the magic bottle* along when going away, to relieve sunburn, insect bites and stings, ivy poisoning, cuts and bruises.

Absorbine Jr.
THE ANTISEPTIC LINIMENT

At all druggists', $1.25, or postpaid
Send for free trial bottle

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PLAYGROUNDS OF THE WORLD—*Continued*

to Manitou, Pikes Peak in the million-acre Pike National Forest, Garden of the Gods, Crystal and Stratton Parks, Cripple Creek Motor Scenic Route and a score of other natural wonders.

Denver is therefore thronged with visitors making it their objective or stop-over point. Fifty thousand may be accommodated by its scores of hotels each day. For their entertainment and also for its own citizens, Denver provides forty parks comprising 3,700 acres, an imposing civic center, municipal auditorium, and public concerts, natural history museum, motor-coach and rail tours in many directions. Denver is on numerous arteries of rail traffic, including the Burlington Route, Rock Island System, Santa Fé System, Union Pacific System; Denver & Rio Grande Western; Colorado & Southern; Denver & Salt Lake.

About 50 miles north of Denver, occupying 397 square miles, is the Rocky Mountain National Park, a region of flower-carpeted meadows, forests, lakes, plunging waters, canyons, glaciers and summits of the great range. The sentinel overlooking all is Longs Peak, 14,255 feet in elevation.

The principal eastern entrances are at Estes Park and Allen's Park, and the western gateway is at Grand Lake. From Estes Park across the reservation extends the Fall River scenic road, continuing along the border southward through Grand Lake, thence on to Denver via Berthoud Pass. Estes Park is connected with Denver by motor coach route and by same means of transportation with Fort Collins (Colorado & Southern and Union Pacific Systems); Loveland (on the Colorado & Southern); Longmont (Colorado & Southern and Burlington Route); Lyons (Burlington Route); Boulder (Colorado & Southern, Union Pacific, and Denver & Interurban). Allen's Park has motor coach service with Lyons and Longmont. Grand Lake has motor-coach service from Denver as well as with Granby on the Denver & Salt Lake Railroad (Moffat Road).

West of Denver the Rockies form impressive scenes of grandeur, Gray's Peak dominating this region. The famous Georgetown Loop of the Denver & Salt Lake route, culminating at Corona on the Continental Divide, includes a continuous panorama of natural wonders. South of Denver is another headquarters for tourists in the charming city of Colorado Springs. (Rock Island; Santa Fé; Denver & Rio Grande Western; Colorado & Southern.) In every direction excursions radiate to scores of fascinating places. From Manitou Springs near-by the ascent is made by foot, horse, cogwheel line or motor to Pike's Peak, 14,109 feet, with its superb panoramic view. Near-by the Garden of the Gods, Crystal and Stratton Parks and the Cripple Creek Scenic Route invite visits. Southwest of Colorado Springs is the Royal Gorge of the Arkansas (Denver & Rio Grande Western Railway) one of the West's most noted canyons, which should be viewed from the bottom and from the crest at the terminus of the "Skyline Drive."

In southwestern Colorado may be seen the most interesting of America's prehistoric cliff dwellings preserved for posterity in the Mesa Verde National Park. Mancos (Denver & Rio Grande Western System) is the approach, thence to the park itself by motor transportation. A few miles from Mesa Verde in southwestern Colorado is the Yucca House National Monument where the ruins of a prehistoric village may be seen, while 50 miles west of Mesa Verde is the Hovenweep National Monument containing groups of prehistoric ruins, a short distance from Dolores on the Denver & Rio Grande Western Line.

In West-Central Colorado Glenwood

MEN never have been strongly in favor of buttons. Spats, for instance, and buttoned shoes have never marched anywhere near the front rank of the dress parade. And it wasn't any time at all before buckles replaced buttons on the cuffs of knickerbockers. So when people point to the phenomenal success of the

HATCHWAY
No-Button Union Suit

we attribute its popularity simply to the fact that most men—especially those who are active in outdoor sports—just take to it naturally. Hundreds of golfers, for example, have adopted it first as "locker-underwear" and then made it standard equipment for general use, once they learned the comfort of its greater body-freedom. The Hatchway Union Suit is made to fit—and stay put—without a single button front or back to pull, bind or chafe. At one stroke of designing skill, it puts a stop to all the waste of time, temper and money you've been devoting to lost buttons and ripped buttonholes. It's *modern* underwear.

HATCHWAY is made in a wide variety of knitted and nainsook styles to suit every taste and purse. On sale at most good dealers. If you have any difficulty in getting just the style you want, we shall be glad to see that you are supplied, delivery free anywhere in the United States. In ordering please state size and enclose remittance to our mill at Albany. A beautiful catalogue illustrating the complete line of HATCHWAY UNION SUITS in both winter and summer weights sent free on request.

Men's Suits—$1.00, $1.50, $2.00, $2.50, $5.00
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Write us for samples and swatches if you are interested in stocking Hatchway Union Suits, or ask to have our representative call. In certain localities, exclusive agencies are open to the right kind of merchant.

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Licensed manufacturers of these lines for Canada.

Springs (Denver & Rio Grande Western) is a favorite resort, among its attractions being a swimming pool of more than 50,000 feet area with water at 90°. In far western Colorado is the Colorado National Monument, near Grand Junction (Denver & Rio Grande Western System), exhibiting magnificent rugged monoliths and other formations, all highly colored.

An "Around the Circle" tour of 1,000 miles through the heart of the Rockies, including four days, is provided by the Denver & Rio Grande Western System. The route is south to Cuchara Junction, over LaVeta Pass to Alamosa, in the San Luis Valley, thence by the narrow gage to Antonito, and west through Toltec Gorge to Durango. From Durango the choice is had of two routes northward to Ridgway; one around the Ophir Loop and through Telluride; the other through the Animas Canyon to Silverton and Red Mountain, and over the famous stage line to Ouray, where the rail is resumed to Ridgway.

Just across the Colorado line in Utah is the Natural Bridges Monument near the head of White Canyon, containing several natural arches, cliff ruins, etc. It is 55 miles from Blanding, Utah, reached by motor road from Colorado points and the Denver & Rio Grande Western System.

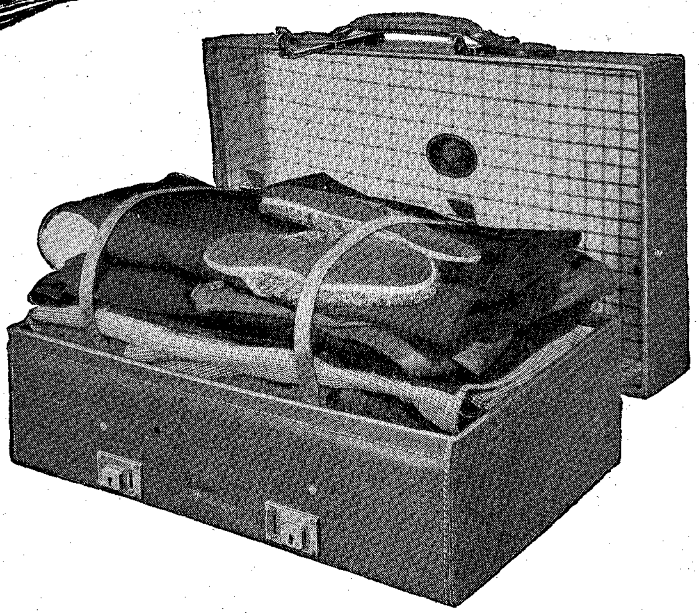
In Northeastern Utah is the Dinosaur National Monument, containing remarkable deposits of prehistoric reptilian skeletons. The nearest rail approach is from Watson, Utah, on the Uintah narrow gage line from Mack on the Denver & Rio Grande Western Railroad.

IN THE LAND OF UNREALITIES

From the mountain heights or mesas of Colorado the tourist may follow various routes westward to Utah, where begin the National Parks and numerous National Monuments, exhibiting some of the most impressive natural wonders of the continent. A convenient base from which to visit those in southern Utah and northern Arizona is Salt Lake City.

Besides its picturesque, historic background, Salt Lake City is also known as the "Center of Scenic America," being equidistant from the Yellowstone National Park, Rocky Mountain National Park and the Zion National Park regions. There are in all 62 National Parks and Monuments within a radius of 500 miles, which, with its near neighbor on the north, Ogden, tend to make it one of the important tourist centers of the West. Settled in 1847 by "Mormon" pioneers, the city to-day has a population of nearly 150,000 and is modern in every respect. Its setting is against a background of high mountains, cleft by seven canyons opening at the city's edge. Bathing in Great Salt Lake, where one can't sink, is one of many attractions. At Salt Lake City the Royal Gorge Route of the Denver & Rio Grande Western connects with the Feather River Canyon Route of the Western Pacific, which terminates at San Francisco. Southward from Salt Lake City runs the Zion National Park Route of the Union Pacific System, terminating at Los Angeles. It is a gateway for the northern routes of the Union Pacific System to the Pacific Northwest, including the Yellowstone via Pocatello; and via Ogden is a gateway for the Overland Route of the Union Pacific and the Southern Pacific System for San Francisco. It is also on the Lincoln Highway, Zion Park Highway, Evergreen Trail, Yellowstone Highway, Midland Trail, Pike's Peak Highway, Victory Highway, and Grand Canyon Highway.

Leaving Salt Lake City by the Union Pacific's Los Angeles route a ride of 243 miles brings the tourist to Lund, where branch line is taken to Cedar City, gateway to the land of fantasy, travel from here being by motor-coach. We have termed it the realm of fantasy because its creations have the spirit of unreality. It is amazing; awe-inspiring are its glory of colorings, its natural monuments and titanic canyons.



—and Still It Isn't Full!

No matter how full you pack the Revelation, it closes with surprising simplicity and ease.

Just put in everything—don't worry—the locks extend, the hinges extend. Close the lid, press it down—click! click! click!—all firm and snug.

With its locks and hinges fully extended, the Revelation will hold all you need for a month. Pressed down a few notches it is just right for a week. At its smallest it's the ideal week-end size. Locks securely in any one of its fourteen sizes. Always right for every journey, it does the work of two or three old-fashioned suitcases of fixed capacity.

It's the strongest suitcase ever made in America—it's made *better* here than in England. Fully guaranteed in every respect.

As for smartness—the Prince of Wales is one of the many distinguished users.

Packed for a MONTH

Packed for a WEEK

Packed for a WEEK-END

The Revelation SUITCASE ADJUSTS to 14 SIZES

At better class department stores and luggage shops throughout the United States and Canada

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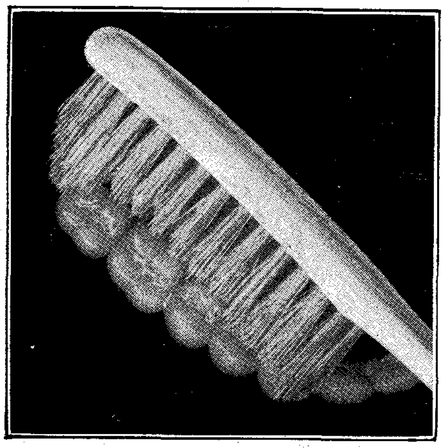
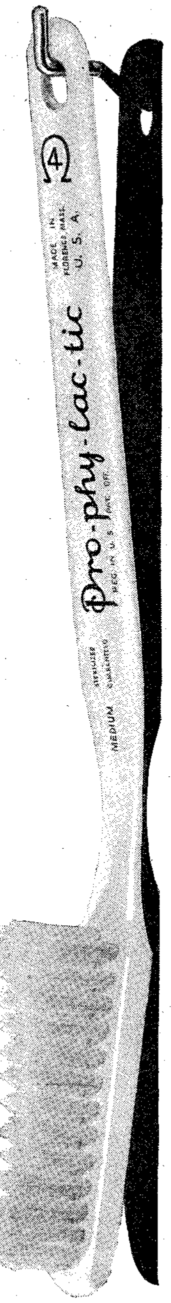


Note how the Pro-phy-lac-tic gets behind the rear molars and fits the inside contour of the teeth. It hugs the curves of each tooth and penetrates deeply into the crevices between.

Could your back teeth stand a smile?

Give all your teeth a square deal. This brush does it



NO tooth can sidestep this scientific brush. The way it is built is a guarantee that it will *reach every tooth.*

First there is the curved bristle surface. It curves the way your jaw curves. Next there is the big, cone-shaped end tuft.

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The Pro-phy-lac-tic gets *in between teeth.* The saw-tooth bristles pry into every crevice and dislodge particles which otherwise might hide away and cause trouble.

Prices in the United States and Canada are: Pro-phy-lac-tic Adult, 50c; Pro-phy-lac-tic Small, 40c; Pro-phy-lac-tic Baby, 25c. Also made in three different bristle textures—hard, medium, and soft.

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PLAYGROUNDS OF THE WORLD—*Continued*

Its first sudden, breath-taking introduction is when the tourist emerges from the rim of the Sevier National Forest and looks upon the Painted Buttresses of Cedar Breaks, their pure whites alternating with pinks, reds, orange tints, and lavenders, painted by the Great Artist upon labyrinths of amphitheaters.

Could any spectacle exceed this is the inevitable question, and the answer is in the affirmative as the journey is resumed to Bryce Canyon National Monument, and the visitor gazes spellbound from the edge of Kaibab National Forest upon its Temple of Osiris, its cathedrals, castles, natural bridges and statues gleaming in colorings even more resplendent. Here surely must be the culmination of sublimity, but journeying on, the Great White Throne of Zion Canyon National Park, rising snowy white from behind the brilliant vermilion headlands, continues the crescendo. Gazing upon its unforgetable temples and vales we wonder not that the Indian held it as a place too sacred for dwelling by other than spiritual beings.

Following the roadway southeastward from Zion, passing the range of the Vermillian Cliffs and crossing the Arizona Line, the way leads through Pipe Springs National Monument to Bright Angel Point on the northern brink of Grand Canyon National Park, and we have the final climax of nature in her most stupendous form. Looking down into its mysterious depths or descending Bright Angel Trail and gazing upward upon its distant canopy of blue sky, watching its colorings change with each hour of the day, one can realize why no pen, brush, or lens has ever adequately conveyed its spectacle or ever will.

Crossing the Canyon to El Tovar the terminus of the Santa Fé System's branch line from Williams is encountered and other wonders of Arizona and New Mexico may be explored. National Parks are sprinkled over these States. Several of these preserve prehistoric ruins, while others protect natural formations of great interest. Briefly outlined they include:

Reached from Flagstaff, east of Williams on the Santa Fé System, are the following:

Montezuma Castle National Monument, containing a cliff-dwelling in excellent state of preservation.

Walnut Canyon National Monument, with well-preserved cliff-dwellings.

Thirty miles northeast of Flagstaff is the newly found Wupatki National Monument containing prehistoric ruins.

Also approached from Flagstaff is Navajo National Monument in northeastern Arizona, comprising three tracts containing ruins of a prehistoric cave pueblo or cliff-dwelling.

Rainbow Bridge National Monument in southern Utah contains the greatest symmetrical natural bridge in the world, discovered by white men only in 1908. It is far off the lines of tourist travel and accessible only by saddle and pack outfits in a trip of from twelve to sixteen days from Kayenta, nearest rail station being Flagstaff.

East of Flagstaff, with Holbrook and Adama as approaches, are:

The Petrified Forest National Monument in the Painted Desert of eastern Arizona, preserving beautiful specimens of petrified woods showing rich colorings, and in south-central Arizona in the Salt River Valley, near Phoenix, is the Papago Saguaro National Monument, reserving a typical section of the desert with characteristic flora.

Phoenix with its even climate and palm-shaded parks is an important tourist city. East of it stretches the famous Apache Trail with the Roosevelt Lake and Tonto Cliff-Dwellings National Monument. These natural wonders may be visited by motor-coach trips and also from rail detour on the

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Sunset Route of the Southern Pacific System. Another Arizona city on this same rail highway is Tucson, where the air is dry and the climate ideal for outdoor recreation. If the Sunset route is followed eastward another city of unusual interest is found in El Paso, gateway to Mexico.

Southward of Phœnix in southern Arizona is a group of National Monuments, including:

Casa Grande, reached from station of same name on the Southern Pacific System, contains the famous "great house" of many living apartments built in prehistoric times.

Tumacacori in southern Arizona preserves an ancient Spanish Mission ruin, the mission having been founded here in 1691. It is located on the State highway between Tucson and Nogales (both on Southern Pacific System).

Crossing the New Mexico line we come to other monuments within this State.

El Morro in western-central New Mexico encloses a gigantic varicolored sandstone rock reached from Gallup on the Santa Fé System.

Gila Cliff-Dwellings contain remarkable prehistoric dwellings, the approach being from Silver City (Santa Fé) via Pino Altos.

Northward is the Chaco Canyon National Monument, another reservation preserving prehistoric ruins of unusual interest accessible from Thoreau on the Santa Fé System.

A prehistoric abode, containing 500 rooms, is preserved in the Aztec Ruin National Monument near Aztec on the Denver & Rio Grande Western System.

In northeastern New Mexico is the Capulin Mountain National Monument, containing an extinct volcano, rising 8,000 feet above surrounding plain. It is six miles from Folsom, New Mexico (Colorado & Southern).

Bandelier National Monument, near Santa Fé, embraces prehistoric cliff-dwellings. Among the cities founded by the early Spanish colonists none contains greater interest than Santa Fé, which should be included in the itinerary of the transcontinental tourist. Here may be seen the Palace of the Governors, the Cathedral, the Indian Pueblos, while a score of side trips lead to other interesting points. The city is reached by a branch of the Santa Fé System from Lamy on the main line and, also, by a division of the Denver & Rio Grande Western.

In southeastern New Mexico are: the Gran Quivira National Monument, containing the remains of one of the earliest Spanish Missions of the Southwest, accessible by motor-car from Mountainair (Santa Fé System).

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North of the Colorado Rocky Mountain region are two of our most notable summer playgrounds, the Yellowstone and Glacier National Parks.

A greater variety of objects, animate and inanimate, are to be seen in the Yellowstone than in any other National Park. Among the manifestations of nature are the world's greatest collection of geysers, mud volcanoes and hot springs (4,000 of these last-named wonders); the Yellowstone Canyon the tints of which the artist Moran declared to be "beyond the reach of human art," the majestic upper and lower Falls; a lake of idyllic beauty, fossil forests and inspiring mountains. Among tree and plant life are forests of pine, fir, balsam, spruce, cedar, poplar, aspen, willows and maple with acres of wild flowers. Among wild life are 200 varieties of birds, beaver, bear, buffalo, antelope, moose, and elk. All these things are to be enjoyed in an invigorating climate which an average altitude of 7,500 feet create.

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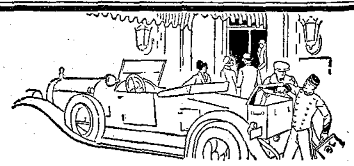

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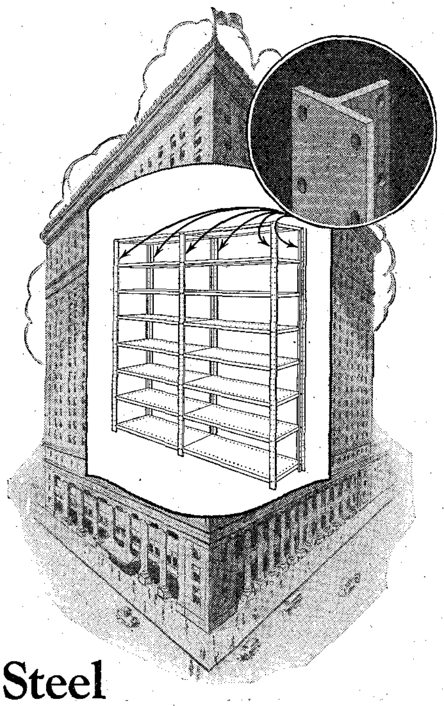

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PLAYGROUNDS OF THE WORLD—*Continued*

a two weeks' saddle trip, or hike over scores of foot trails.

There are three principal gateways. On the north the entrance is at Gardiner, reached by branch line from Livingston on the transcontinental line of the Northern Pacific System. The eastern approach is from Cody terminus of a branch of the Burlington Route from Frannie, via the Cody Road through the Shoshone Canyon and the Shoshone National Forest.

A picturesque approach from the south is by motor-coaches from Lander, Wyoming, at the terminus of the Chicago & Northwestern Line over 150 miles of historic western country. The western gateway is at West Yellowstone Station on a branch of the Union Pacific System.

North of the Yellowstone is another famous playground bordering the Canadian border. "The Glacier National Park in Northwestern Montana incloses 1,534 square miles of the noblest mountain country in America," says the Government's conservative guide. "It possesses individuality in high degree. In ruggedness and sheer grandeur it probably surpasses the Alps, tho geologically it is markedly different."

There are sixty glaciers, 250 known lakes, hundreds of summits of the Continental Divide. The rock colorings are in certain localities brilliant. Immense forested areas stretch in all directions. Wild life is plentiful, including bear, deer, while fish abound.

Excellent maps are obtainable from the Government, and from the Superintendent of Documents at Washington numerous books on the park may be purchased.

The rail gateways are situated on the Great Northern Railway, the principal entrance being on the east at Glacier Park Station and another on the West at Belton.

CALIFORNIA'S SUMMER PLAYGROUNDS

The pathways and summer playgrounds of California run the gamut of tourist interest and attraction. Mountain and valley, fresh water and salt, giant trees and desert cacti, modern cities and historic landmarks, climate ranging from subtropical to that of eternal snow, all contribute to the Golden State's ensemble.

NORTHERN CALIFORNIA

Between San Francisco Bay and Oregon is a realm of unusual natural attraction. Through its center extends the Sacramento Valley, northern portion of the Great Valley of California.

East of this basin rise the Sierras with a succession of natural wonders. Westward, between the Sacramento River and the Coast, are the Coast Range, South Fork Mountains and the Siskiyous, sloping down to a coast-line about 500 miles long.

The sentinel of this Northern California is the gleaming summit of Mt. Shasta, towering 14,400 feet skyward. Southeast of this great spectacle is a labyrinth of lakes, streams and forest, the delight of sportsmen. Farther southward rises the only active volcano in continental United States, Mt. Lassen. Surrounding it are strange phenomena and formations including boiling mud pots, spouting geysers, a boiling lake, steaming fissures and fantastic formations all included in the Lassen Volcanic National Park. The approaches are from Redding (Southern Pacific) or Paxton (Western Pacific), thence via Indian Valley Railroad. Continuing southward along the Sierras the impressive Feather River Country is met containing many lakes, rivers and canyons. Below the Feather River Valley flows the American River, through the canyons and valleys of which toiled the adventurous pioneers and gold seekers of early days. Fort Sutter, on the site of which now stands Sacramento, was one of their objectives. Intersected by the California-Nevada line at an altitude of 6,000 feet lie the crystalline waters of Lake Tahoe, bordered by snow-crowned mountains, one of America's most entrancing inland waters. The rail approach is from Truckee on the Southern Pacific. Between it and the Yosemite National Park is the attractive Hetch-Hetchy region. Partly north of the imaginary line we have drawn dividing Northern and Southern California, is the incomparable Yosemite. John Muir wrote of its characteristics as "things frail and fleeting and types of endurance meeting here and blending in countless forms, as if into this one mountain-mansion Nature had gathered her choicest treasures, to draw her lovers into close and confiding communion with her." Artists and nature-lovers are spellbound before the Yosemite Falls, dropping more than 1,400 feet, the cathedral rocks rising a sheer 2,600 feet, and the towering forms of El Capitan and Sentinel Dome. All of the Yosemite is open in summer as it is not in winter and it should not be omitted from any adequate itinerary of California.

By rail the Yosemite is only an overnight trip by Southern Pacific or Sante Fé trains to Merced, thence to El Portal by the newly relocated Yosemite Valley Railroad. There are also some six motor routes approaching the Park from various directions.

The new Merced River Highway leading to the Park will be opened about July and with the Wawona and Big Oak Flat Roads will provide another motor approach. One of the most scenic highways in the country is the Tioga Pass route through the Yosemite and Hetch-Hetchy regions to Lake Tahoe.

West of the Sacramento Valley are picturesque coast and mountain regions and vast areas forested with giant redwoods. Through valleys of the Siskiyous, South Fork, and Coast Range flow numerous rivers including the Klamath and Eel. Approaching the Golden Gate mineral springs, lakes, geysers and petrified forests are encountered, and in the environs of San Francisco, Mt. Tamalpais, Muir Woods National Monument and Berkeley, seat of the University of California.

No traveler to California should omit a visit to the stately city whose heights command the Golden Gate. "San Francisco has only one drawback," said Kipling, "'tis hard to leave." It is one of the distinctive, fascinating cities of the world, a great seaport, a gateway to the Orient with colorful charm of cosmopolitism. For the summer visitor it is one of the coolest cities of the country. Beyond its urban attractions are suburban regions of varied interest. At least a day should be reserved for the city itself. Beyond its limits one enterprising tourist organization has arranged ten one-day sightseeing tours including: A thirty-mile scenic drive; Mt. Tamalpais and Muir Woods National Monument; University of California Skyline Drive; Mare Island Navy Yard and Bay (via water); La Honda Redwood Grove; around the Bay and Lick Observatory Tour; Santa Cruz Big Tree Trip; Stanford University and Residential tour; circle tour of Mt. Tamalpais; Petrified Forest and Santa Rosa.

NORTHERN CALIFORNIA ROUTES

The Shasta Route of the Southern Pacific System between San Francisco and Portland presents the tourist with a continuous moving picture of natural charms. Through the forests and valleys of Northwestern California and for some distance paralleling the coast extends the recently completed Redwood Highway for more than 100 miles, passing beneath the shaded recesses of these giant trees. This new motor route begins at Sausalito, opposite San Francisco, and intersects Eureka (reached also by the Northwestern Pacific railroad), thence to Crescent City on the coast and northeastward to Grant's Pass, Oregon, connecting there with the Portland-Crater Lake-Columbia River Highway. Another motor route through the north-central valleys of California to Oregon is that of the Pacific Highway in the Parks-to-Parks system from Oakland, opposite San Francisco, through Sacramento, Marysville, Redding (side trip to Lassan Volcanic Park) and northward to Grant's Pass (junction with Redwood Highway) and on to Portland. A side trip on this motorway is provided to Crater Lake National Park from either Siskiyou or Medford.

From the East the central transcontinental rail routes converge at Sacramento, continuing thence to San Francisco. The Ogden Route of the Southern Pacific System follows the American River Canyon; the Western Pacific winds into the State through the Feather River Canyon. Through Sacramento to San Francisco enter also the Lincoln and Victory Highways. San Francisco is also port of destination for steamships from the East via Panama Canal, including the Panama Pacific, the Panama Mail and the Dollar Steamship Lines.

SOUTHERN CALIFORNIA

Here as in Northern California we find four distinctive regions. The eastern skyline is formed by the High Sierras; the western by the summits of the Coast Range. Between them rests the Great Valley through the northern part of which flows the San Joaquin River. Between the slopes of the Coast Range and the waters of the Pacific Ocean extends for some 500 miles the famous California Riviera.

This part of the State is a vast ensemble of impressive scenery, fruitful agricultural lands, ancient missions and magnificent ocean beaches.

In order to extend hospitality to the summer visitor and supply useful information the coast communities have joined hands this year in the Pacific Coast Empire Association.

So great has become the increase in summer visitors to Southern California that all the great hotels in tourist centers which formerly closed at this season are remaining open this year throughout the summer.

Adjacent to the Yosemite region, which we have already glimpsed, is the Mariposa Big Tree Grove and continuing southward across the King's River Canyon General Grant and Sequoia National Parks. Within these reservations are upwards of 1,000,000 redwoods. The most impressive specimens are found in the center of Sequoia Park within the 3,000 acres of Giant Forest. Here rises the forest giant, named General Sherman, 36½ feet in diameter, 280 feet in height and many centuries old. Visitors may reach these parks through several motor or rail gateways. General Grant Park is accessible from Fresno via Sanger and also from Reedley (Santa Fé & Southern Pacific Systems), Sequoia Park may be approached from Exeter, also on same rail systems; Visalia, Bakersfield, Tulare or Delano.

East of these parks rises the highest summit of the High Sierras, Mount Whitney, 14,500 feet above sea level. Southward the mountains continue, finally giving way to the Mojave Desert.

The Great Valley stretching through the heart of Southern California is the garden spot of the State and a pathway for North and South travel. On either side of the Valley are scenic wonders—the Yosemite and Big Tree Parks already noted; Devil Postpill National Monument, approached from Fresno; Pinnacles National Monument with extraordinary basaltic formations, reached from Hollister or Soledad.

West of the Great Valley rise the Coast Range and fringing their western slopes or immediately upon the ocean shore a long chain of missions, towns, resorts and beaches, the objectives of every California tourist. In the trip from San Francisco southward to San Diego the traveler meets

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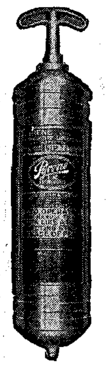

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PLAYGROUNDS OF THE WORLD—*Continued*

with constant change of scene and bewildering variety of interest.

Historically this coast region is enriched by several ancient cities and by the 21 missions erected as outposts of Christianity by the Franciscan Fathers of Spanish Colonial era. Besides the charm of these ancient edifices and towns, scenic beauties and modern creations greet the traveler.

At Palo Alto superb villas and the buildings of Leland Stanford, Jr. University are seen.

Mt. Hamilton, with its Lick Observatory, rises against the sky and the Redwoods of Santa Cruz invite close inspection. This oceanside resort is designated "The Atlantic City of the West." Farther on Del Monte has resumed her full glory with her notable hotel rebuilt, and the seventeen-mile drive including Monterey and Carmel by the Sea offers its captivating views. Paso Robles, the halfway point between San Francisco and Los Angeles, stands amid the world's largest almond orchards. San Luis Obispo is proud of its ancient mission and Santa Barbara with her broad beach is queen among coast cities.

The central city of Southern California is Los Angeles, including Hollywood and the motion picture studios. Los Angeles has such a variety of appeal in museums, its expositions, its parks, and such institutions as ostrich farms, alligator farms, and lion farms, that it will afford the sightseer days of interest. It is the hub from which a variety of one- and two-day trips may be made. One of the finest is the trip to Los Angeles Harbor about twenty miles from the heart of the city. In tonnage it is one of the several leading ports of the United States.

The Magic Isle of Catalina, sometimes designated "The Capri of the Pacific" is 24 miles off-shore and reached by a two-hour steamer journey. It is a delightful one-day trip from Los Angeles.

Pasadena, Altadena, and the area in the foothills of the Sierra Madre Mountains make another pleasurable one-day trip.

Mt. Wilson, with its famous observatory, can be visited in a single day. On Friday nights, if arrangements have been previously made at the Pasadena Office of the Observatory, all visitors may use the huge telescope that reveals the wonders of the heavens.

Mt. Lowe is another attraction. The trip made chiefly via interurban railroad and the end of the journey on the famous cog road.

Arrowhead Lake, in the San Bernardino Mountains, can be visited in one day, but it is more comfortable to make it a two-day trip.

Farther to the south are Riverside and Redlands, in the heart of the Orange Belt.

Then there are the Los Angeles Beaches. These extend from Los Flores Canyon, about thirty miles above Los Angeles, to Newport Beach about forty miles below the city. The famed Ridge Road connects the Yosemite with Los Angeles over high altitudes receiving traffic from the east over the National Roosevelt Midland trail, while into Los Angeles from east or south lead the National Parks-to-Parks; Pike's Peak Ocean-to-Ocean; Atlantic and Pacific and the Lee Highways.

Continuing southward the famous Capistrano Mission may be visited and the journey ends at San Diego where the old and the new mingle and near which are charming La Jolla and Coronado Beaches, (the average summer temperature of Southern California bathing water is 65°), and near by is Point Loma included in the Cabrillo National Monument.

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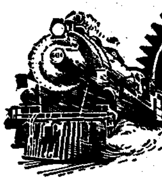

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SOUTHERN CALIFORNIA TRAVEL ROUTES

Between San Francisco and Southern California a tempting variety of rail, water, and motor routes await the traveler. From San Francisco to Los Angeles and San Diego ply vessels of the Los Angeles Steamship Company. To Los Angeles extends the "coast line" of the Southern Pacific System following Santa Clara and Salinas Valleys, crossing the Santa Lucia Mountains and bordering the ocean shore for one hundred miles. The inland route of the same system follows the Great Valley southward through Stockton, Merced (connection for Yosemite), Exeter (Gateway to Sequoia National Park), Fresno, Porterville, and Bakerfield, crossing the Tehachapi Mountains, thence reaching Los Angeles. Over the same general regions extend the Santa Fé System between San Francisco, Los Angeles, and San Diego. From beyond Los Angeles the Southern Pacific System extends through the San Bernardino Mountains and the Imperial Valley to the State line near Yuma, Arizona, with a loop including the Carriso Gorge and a line through this scenic wonder to San Diego. The Sunset Route is also the California approach of the Rock Island System. The main line of the Santa Fé System to or from San Diego and Los Angeles crosses the State line near Needles with a division diverging at Cadiz for Phoenix, Arizona.

Into Southern California also extends the Union Pacific's Division from Ogden and Salt Lake to Los Angeles entering the State near Ivanpah.

Los Angeles Harbor is a port of call for the eastern lines via Panama Canal previously referred to.

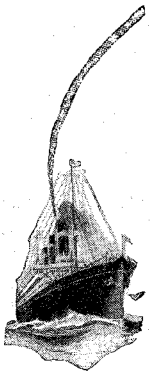
Up and down Southern California are delightful motor routes. Between San Francisco, Los Angeles, and San Diego extends the famous El Camino Real as part of the Pacific Highway System. At Gilroy near Santa Cruz it is joined by San Joaquin Valley connection via Pacheco Pass. From Oakland through the central valleys runs the National Parks-to-Parks motor route with approaches to Yosemite and Sequoia National Parks reaching Los Angeles via Tejon Pass.

THE PACIFIC NORTHWEST

In the Spring of 1792 an adventuresome New England navigator sailed his ship into a river which the Indians called The Oregon and named it Columbia after the name of his vessel. In 1805-6 Lewis and Clark came overland to the same river. Then the Oregon country became a magnet for the western pioneers. From Fort Leavenworth to Fort Kearney, along the Platte, through Fort Laramie, over the South Pass of the Rockies to Fort Bridger, crossing two other ranges, the caravans crept two thousand miles along the emigrant trail to settle that wondrous region we call to-day the Pacific Northwest. It now includes Oregon, Washington, and British Columbia, forming a country of picturesque coast line, snow-capped mountain ranges, vast forests of spruce and Douglas fir, rivers, lakes and tumbling waters. It is a paradise for sportsmen and tourists. The coast climate, says Dr. Woods Hutchinson, has "the best and most invigorating qualities . . . with no extremes." Winter temperatures average 40° and summer 64°. Fishing, motoring, golfing, sailing, and salt water bathing are favorite recreations.

Three mountain ranges diversify the surface of Oregon. Near the coast are the Coast Range; further inland rise the Cascades; in the east are the Blue Mountains.

Oregon has an area of 250,000 square miles of natural attractions. Perhaps there is no State in the Union where there is more diversified scenery than in Oregon. It has not only the mountain ranges referred to, with some most outstanding snow-capped peaks, such as McLoughlin, The Three Sisters, Broken Top, Jefferson, Thielsen and Hood, "The Most Beautiful



HAVANA BALBOA PANAMA LOS ANGELES SAN FRANCISCO HILO HONOLULU TOKIO YOKOHAMA NIKKO KAMAKURA KOBE NARA KYOTO THE INLAND SEA SHANGHAI HONGKONG MACAO MANILA BATAVIA SINGAPORE DIAMOND HARBOR CALCUTTA KANDY COLOMBO BOMBAY PORT SUDAN PORT TEWFIK CAIRO ALEXANDRIA NAPLES MONACO NICE GIBRALTAR

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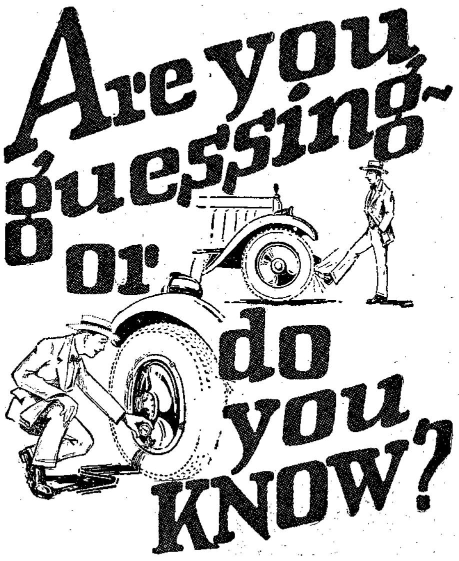
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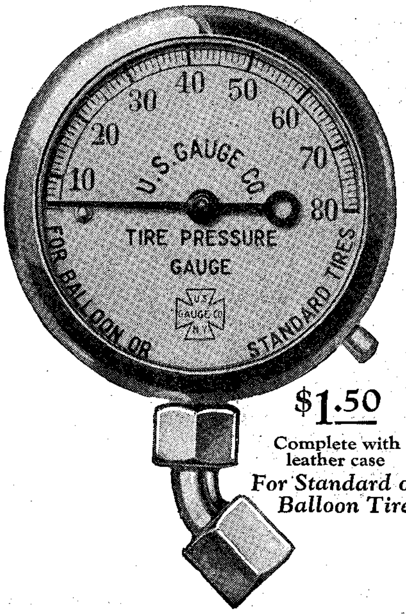

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PLAYGROUNDS OF THE WORLD—*Continued*

Mountain in America," but Mt. Adams and St. Helen's over in Washington are also to be seen from almost any part of Northern Oregon. Then there are the foothills clothed with Oregon's wonderful timber, the largest stand in the United States: the thousand lakes, including Crater, Diamond, Klamath, Elks, Wallowa, and all the rest of them scattered over the State, and then the rugged, fascinating coast-line of Oregon with its sea beaches and health and pleasure resorts, such as Seaside, Bandon, Gearhart, Newport and Rockaway. The rest of the State, or most of it, is comprised within several very wonderful valleys through which some of the most beautiful and fascinating rivers and streams in Western America run. The principal of these are the Willamette, the Rogue, the Umpqua, the McKenzie, Columbia and Hood. The country along the banks of these rivers is mostly cultivated. Miles upon miles of dairy farms, orchards and berry farms are encountered by the visitor, making an inviting country.

In Southern Oregon on the new Redwood Highway are the Oregon Caves, made famous by Joaquin Miller and reckoned among the most unique and extensive in America.

North of the latter lies the Crater Lake National Park. Within this reservation, occupying the extinct crater of a prehistoric volcano and bordered by the snow-crowned peaks of the Cascades, lie the waters of Crater Lake, highest body of water in this country.

One-third of the visitors to Oregon come in from the State of California through the Ashland, Medford, Klamath Falls and Grant's Pass gateways, both by rail and by motor.

Portland on the Columbia River is the leading rail and water gateway of Northern Oregon. Besides its own numerous attractions it is the base for delightful excursions, including the world-famous Columbia River Scenic Highway, embracing Multnomah Falls, 620 feet high, The Dalles, Seaside Beaches, etc.

On the northern shore of the Columbia is the State of Washington, which has a great many outstanding attractions to tourists. Visitors very often only allow sufficient time to visit Rainier National Park and some of the principal cities, overlooking the fact that there are very many beautiful and famous lakes, mountain ranges and worth-while resorts in various parts of the State, including Lake Chelan, one of America's most beautiful lakes, Crescent and Lake Quinault on the Olympic Peninsula, and the beautiful range of mountains from which this peninsula gets its name. Not long after crossing over from Oregon into Washington one reaches the new and model city of Longview with three transcontinental railways, and a port for ocean-going steamships.

Tacoma, whose background is formed of snowy summits and whose foreground is a broad harbor, is the immediate gateway to Mount Rainier Park, in the center of which rises the great northern sentinel 14,408 feet above the sea, surrounded by the active glaciers and meadows of alpine flowers. Above the snow-line tourists may here ski in July.

North of Tacoma is Seattle, the metropolis of Washington and the country's third port in volume of shipping. From it extend transpacific routes to the South Seas, Hawaii and the Orient, while it is the ocean gateway to Alaska and British Columbia ports. It is also a rail terminus for several transcontinental routes.

"Its picturesque, majestic harbor, surrounded by snow-crested peaks of its great mountains, made a profound impression upon me," said Marshal Joffre after his visit in 1922. Outside of this imposing city are numerous excursions by water or land, including the Olympic Peninsula Country, Chuckanut Drive along the Sound Shore-line, San Juan Islands and Washington and Union Lakes, Seattle's fresh-water harbor.

In eastern Washington is Spokane, great rail center. An outstanding point of scenic interest accessible from this city is the Grand Coulee of Central Washington—less than four hours by motor from the city center. This natural wonder, with its gorgeously colored sheer rock walls ranging in height from a few hundred to 1,000 feet, once formed the bed of the Columbia River in ages past.

Vancouver and Victoria are important transpacific ports and the former Canadian transcontinental rail terminus. Vancouver is the commercial capital of British Columbia. Victoria, on Vancouver Island, has much of the atmosphere of an English community. Its climate is so mild that crocuses and tulips are blossoming in its flower gardens when New York is digging out of a February blizzard. The Island Highway through stately forests to the Strathcona National Park at the north provides a delightful motor trip.

THE ALASKAN WONDERLAND

Alaska presents a wonderland for the summer tourist with constantly impressive experiences from the very beginning of the journey.

The coastal waters between Seattle and Skagway are popularly designated "The Inside Passage." A voyage through their winding channels is an experience long to be remembered. "Along the Alaskan Coast," says Maj.-Gen. A. W. Greely in his 'Handbook of Alaska' (Scribner's), "the elements of sea and mountain, of glacier and forest, of crag and vegetation, take on such subtle qualities of beauty and tenderness, of grandeur and picturesqueness, as to bewilder the traveler when he pauses to analyze and compare." Island upon island, fiord upon fiord, mysterious bays and the great Taku Glacier contribute to the one thousand mile scenic spectacle.

The Prince William Sound route follows the Inside Passage to Juneau, thence paralleling the coast with views of Mount St. Elias to Valdez, including the Columbia and other glaciers to Cordova and Valdez on Prince William Sound, thence to Seward on Resurrection Bay, 1,844 miles of sublime scenery. The ports at which steamships call are rich in interest. Here is the land of the Totem Pole, reminiscent of Russian rule, interspersed with American enterprise. At Sitka the Sitka National Monument may be visited.

Inland Alaska, easily accessible to tourists, consists of two main regions, the Klondike-Yukon and the McKinley Park-Fairbanks territories, each embracing vast areas of absorbing and diversified scenery.

Skagway is the gateway to the first named division. Here begins the White Pass and Yukon rail route, climbing the famous White Pass of gold rush days and continuing through a mountainous country to the headwaters of the Yukon at White Horse. Connection is made here with Yukon River steamers. En route a side trip leads to the exquisite Atlin Lakes of incomparable beauty.

Seward is gateway to the McKinley National Park region and the headwaters of the Tanana River. It is the southern terminus of the Government owned and operated Alaska Railroad. After leaving the steamship pier this new artery of tourist travel crosses the Kenai Peninsula, follows Cook Inlet, ascends the Sustina Valley to Broad Pass to Nenana and the northern terminus Fairbanks. En route McKinley Park station is the gateway for this national reservation, enclosing 2,645 miles of unspoiled nature over which towers Mount McKinley, 20,300 feet, the highest peak on the continent. At Nenana connection is made with river steamer descending the Tanana River to the Yukon at the town of Tanana. Yukon River steamers plying between White Horse and

Tanana thus make it possible to follow a great circle route from Skagway to White Horse, thence down the Yukon and up the Tanana, returning to the coast by rail to Seward, undoubtedly the most comprehensive tourist route in Alaska. An alternative route between Fairbanks and the coast is provided by the Copper River and Northwestern Railroad between Cordova and Chitina, thence over the famous Richardson Motor Road to Fairbanks. The entire distance between Fairbanks and the coast may be covered by motor by following the southern portion of the highway beginning at the port of Valdez.

Westward of Seward on the southern shore of the Alaska Peninsula, off the beaten path of tourist travel, is the Katmai National Monument, with an area of more than one million acres. In it stands Mt. Katmai, a semi-active volcano, surrounded by weird phenomena and natural formations in the Valley of Ten Thousand Smokes. The usual approach is from Kodiak on Kodiak Island. "Climatically speaking," says *The Alaska Weekly*, "Alaska's tourist season extends over May, June, July, August and September. In any one of these five months the tourist may be assured of viewing the marvels of Alaska's prodigal natural beauty at their best, and with weather conditions which, combined with the unequaled grandeur of the scenery, will make the Alaska trip one long to be remembered."

ROUTES TO ALASKA

The principal ocean gateways to Alaska from the United States and British Columbia are Seattle, Vancouver or Victoria, and Prince Rupert. From Seattle steam northward vessels of the Alaska Steamship Company operating in three divisions: the Southwestern Alaska Route to Seward with intermediate calls at Ketchikan, Wrangell, Juneau, Cordova, Valdez and Latouche; the Southeastern Alaska Route to Skagway with calls en route at Ketchikan, Wrangell, Petersburg, Juneau and Haines; and during summer months the Bering Sea Route to Nome and St. Michael. From Seattle are operated the fleet of the Pacific Steamship Company (Admiral Line) over the Southeastern Route to Skagway, calling at Ketchikan, Wrangell, Petersburg, Juneau and Sitka and over the Southwestern Route to Kodiak, calling at Ketchikan, Petersburg, Juneau, Yakutat, Cordova, Valdez and Seward.

From Vancouver and Victoria the Canadian Pacific operates steamships to Skagway, calling at Alert Bay, Prince Rupert, Ketchikan, Wrangell and Juneau, while the Canadian National Railways' steamships depart from Vancouver for Skagway, calling at Prince Rupert, Ketchikan, Wrangell and Juneau. The last named line operates also a service between Vancouver, Prince Rupert, Stewart and Anyox.

IN OUR ALOHA LAND

Mid-Pacific United States beckons to the mainland with the smile of sunshine, the benediction of equable climate and the fascination of romance and scenic distinction. The charms of Hawaii are perennial. June and July are blossom times in the Islands when the Poinciana Regia, the Golden Shower, Hibiscus and Night Blooming Cereus join with other glories in forming a floral paradise. During every month Hawaii is an out-door playground.

Open-air recreation begins with happy hours on deck during the ocean voyage, and ashore it includes fishing, golfing, bathing, surfing, saddle trips, hiking expeditions, motoring, all in diverting environment.

There are four islands to be visited and enjoyed. Briefly glimpsed they include: Island of Oahu has the Capital City, Honolulu, where mingle a happy potpourri of races. Other attractions include: Waikiki Beach; Haleiwa Coral Gardens; the towering Palo precipice; Manoa Valley and Diamond Head; Alewa Heights; Schofield Army Barracks; Pearl Harbor

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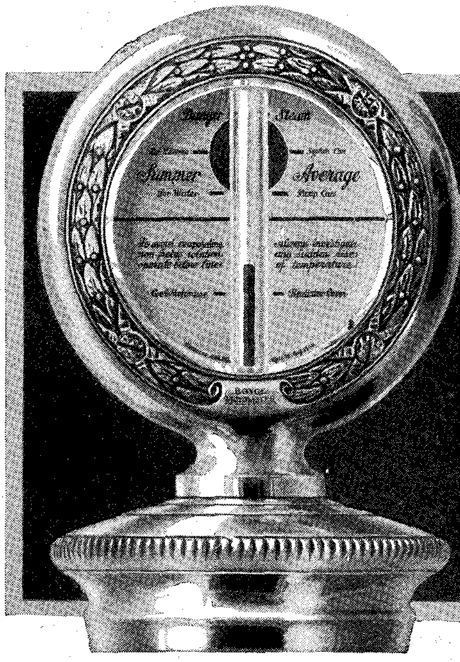

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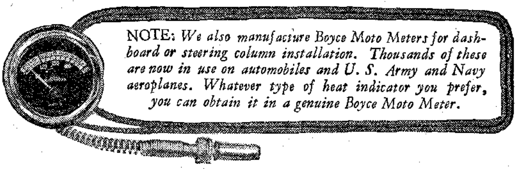

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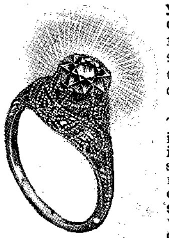

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Island of Maui contains one division of the Hawaii National Park from which rises the dominant crater of Haleakala, the largest of its kind on earth. Wailuku, a short drive from Kahului, the principal port, is the gateway to the idyllic Iao Valley and cross-island scenic road to Lahaina.

Island of Hawaii embraces another section of the Hawaii National Park containing Kilauea active volcano, one of the world's most impressive spectacles, and Mauna Loa, elevation 13,675 feet. Hilo, second largest city of the islands, is the main tourist headquarters for round-the-island and other trips to numerous scenic wonders.

Island of Kauai is renowned for its natural beauty and strange formations, including the multicolored Canyon of Waimea; the Barking Sands; Spouting Horn sea-geyser; Caves of Hæna and Mount Waialeale, the principal port being Lihue.

Steamship routes between mainland ports and Hawaii include: From San Francisco the Matson Navigation Company's fleet which is soon to be augmented by the great steamship *Malolo*, building at Philadelphia, and the largest passenger vessel ever to be built in the United States; vessels of the Dollar Steamship Line on their Around-the-world and trans-Pacific service; Oceanic Steamship Line on its South Sea Route; from Los Angeles by the Los Angeles Steamship Company; from Seattle by Matson Navigation Company; from Vancouver and Victoria by Canadian-Australasian Royal Mail Line. Inter-island service is provided by Inter-Island Steam Navigation Company, headquarters Honolulu. Detailed itineraries and travel advice are available from Hawaii Tourist Bureau at Honolulu and San Francisco and from foregoing steamship managements.

DOMINION WONDERLANDS

In Canada are disclosed the colorful romance of discoverers, Jesuit missionaries, fur traders, and empire builders. Here, without crossing the Atlantic, we may visit a corner of Europe transplanted. Nature has endowed the land with almost every scenic quality found north of the tropics. To travel from ocean to ocean involves a journey of almost a week, and 3,600 miles, yet, the vision such a trip of the Dominion discloses is no wider than that represented by a tiny thread laid across the map.

IN EASTERN CANADA

Discarding the seven-league boots of Jules Verne we may catch a fleeting view of Eastern Canada from the fusilage of an imaginary super airplane, and then perhaps descend at Montreal for a more intimate acquaintance with the central and western provinces from the observation cars of trans-continental trains.

Speeding northward from the Maine border there is spread below, the Valley of the St. John River, and the forest-clad areas are those of New Brunswick. There are fleeting glimpses of Fredericton on the banks of this river, of the famous golf course at St. Andrews, of St. John with its important shipping, the tidal bore at Moncton, the famous fishing rivers, Miramichi, and Restigouche intersecting this Paradise of sportsmen, and then to the far north the Bay Chaleur Coast with Grand Anse and Campbellton nestling beside it. But we must turn southward to other regions.

Flying high we look down upon a land of orchards, evergreen forests, and curving beaches, upon which the surf is breaking. Its balsam air ascends and blends with the tang of the sea. It is Nova Scotia—The Land of Evangeline—and in imagination we see the Norsemen landing upon it and

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the people of Grand Pré going to worship. In reality we see Halifax facing its spacious harbor, quaint towns bordering the Basin of Minas, Pictou with the Prince Edward Island steamer at its pier, Truro the rail junction, Bridgewater facing the ocean, Yarmouth, port of the Boston boat, and ancient Annapolis Royal and Wolfville in the heart of the Evangeline Country.

Leaving the Nova Scotia mainland we are over a picture of entrancing natural charms, the Bras d'Or Lakes of Cape Breton Island, land-locked and mountain-walled, and there are the Sydneys, Arichat, Baddeck, and the ruins of Louisburg.

Flying on, a miniature continent is disclosed and we recognize "The Garden of the Gulf," or Prince Edward Island, as the map makers designate it. Charlottetown, the capital, is seen, and in its lap a picturesque harbor dotted with white sails. Many vacationists may be observed in or about Summerside on Bedique Bay, Tignish, and Souris.

Leaving this scene of pastoral beauty and indented shore line we are soon looking down upon sterner scenes. Here are towering headlands and fiords reminiscent of Norway. Lakes and rivers lie between towering summits, and apparently limitless forests of fir cover the terrain. This can be no other land than that upon which the Cabots landed in 1497, and the city of St. John's on the great harbor identifies it as Newfoundland.

Bidding farewell to the outposts of the Dominion and Newfoundland, which is a British Crown Colony, we return to the mainland, gaze upon the wondrous beauty of the Bay Chaleur, the wild regions of the Gaspé Peninsula with the great Percé Rock as its eastern sentinel, the Metapedia Valley in the interior and the Notre Dame Mountains bordering the St. Lawrence Gulf on its north. Here, we remember, landed Jacques Cartier in the year 1534.

Why not, then, follow his further route up the mighty river so rich in history, romance, and scenery?

Along the south shore of the St. Lawrence Gulf and River are glimpsed Cape Madeline, a Jesuit Mission back in 1651, the great cross on Mont St. Anne, looking down upon St. Anne des Monts; Cap Chat, its heights resembling a feline; the Cathedral of Rimouski; Bic and its island, the delight of artists, and busy Riviere du Loup. Out there at Father Point a transatlantic liner inbound is taking on her pilot. Soon we are over a sand-fringed bay on the north shore. Facing it is a stately white hotel, and in its shadow the tiny church built in 1747, and we recognize picturesque Tadousac. The mountains open into a huge fiord and between their precipitous solitudes flow the dark waters of the Saguenay. Here indeed must be a digression, and passing headland after headland the outlines of its famed Capes Trinity and Eternity loom ahead. Higher than Gibraltar they rise in solid granite almost perpendicularly, and we could wish we might see them also from below with those people who are gazing upwards from the deck of the Canada Steamship Line's steamer in Eternity Bay.

Onward we see the broad waters of Ha! Ha! Bay, and then Chicoutimi at the head of navigation. Let us follow on to the Saguenay's birthplace. Foaming, tumbling waters, guide the way. This is the Grand Discharge, and beyond lie the blue waters of Lake St. John into which rivers flow as spokes toward the hub of a wheel. Like very ribbons are the Peribonka, the Petite, the Mistassini, the Ashuapmouchouan and a dozen others, and here are the settlements of St. Gedeon, Chambord, Roberval, St. Felicien, and Mistassini and we are reminded we are over the country of Peribonka and Marie Chapdelaine.

Looking southward the vast area of the Laurentides National Park is disclosed with its 3,271 square miles of mountain, river, lake, stream, and forest. The heart of the Laurentian country, covering 40,000 square miles and stretching from Lake St. John to the Gatineau Valley, is irresistible,

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for all purposes

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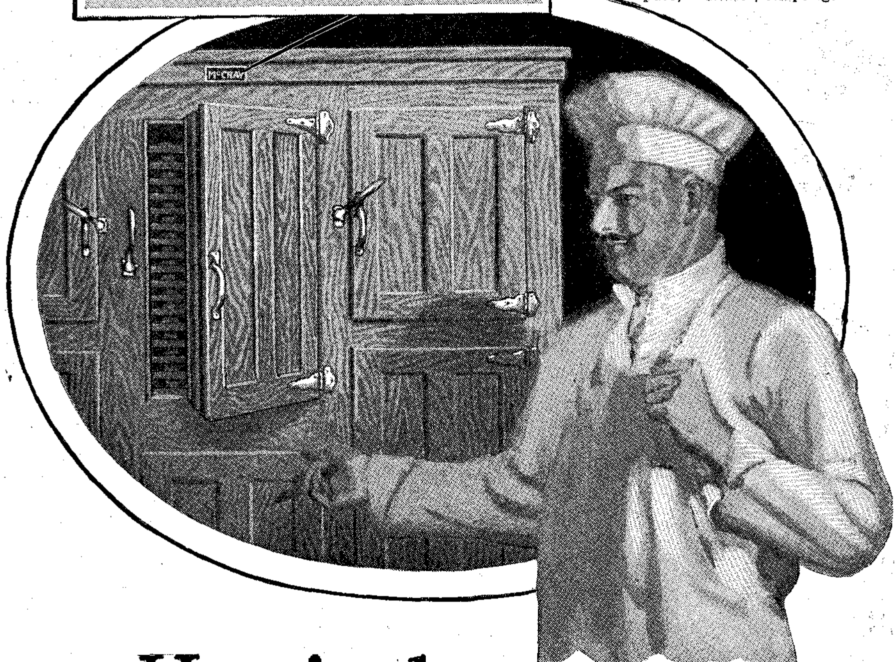

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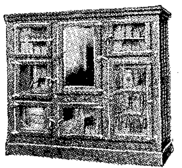
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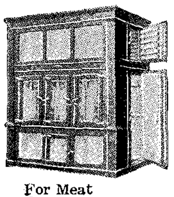
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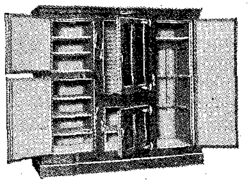
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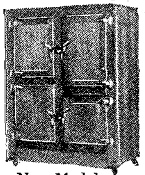
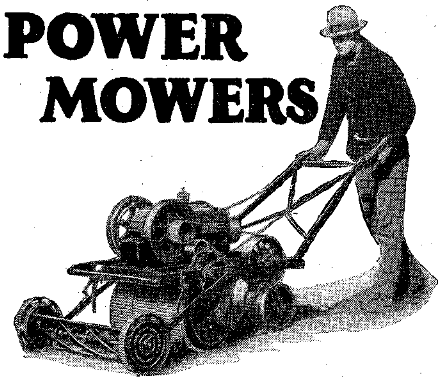

New Model For Homes

IDEAL

POWER MOWERS



for lawns of every character—large or small—level or hilly

IDEAL Power Mowers are built in various sizes with capacities for every requirement. Roller type mowers for use on lawns where frequent rolling is advantageous—wheel type mowers for lawns with steep grades and where trees, shrubbery, walks and drives require cutting in close quarters.

Ideals are manufactured complete in our own plant and the sturdy, slow-speed, four-cycle engines with which they are equipped, assure trouble-free operation and long service.

You may have several acres of grass to mow, or merely a lawn too large to conveniently care for with hand mowers—in either event, you can secure an Ideal that exactly meets your needs. Ideals are widely used by home owners, parks, schools, colleges, cemeteries, hospitals, industrial schools, etc.

They are sold and serviced by responsible dealers in all principal cities of the United States and Canada. If interested in saving labor and having a better kept lawn, write for the Ideal catalog and prices of the various models.

This wheel type Ideal has no equal on hillsides and in heavy cutting

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PLAYGROUNDS OF THE WORLD—*Continued*

and we determine a loop about it before returning to the St. Lawrence.

Beautiful Lake Edward is crossed and the rails of the Canadian National are seen winding among the hills. The St. Maurice racing on its way to join the St. Lawrence at Three Rivers is seen, and then we are over the rapid waters of the Mattawin. We pass over Lac Tremblant and the crown of Mt. Tremblant, and follow the Canadian Pacific Division for Mont Laurier to Ste. Agathe des Monte, "the Saranac of Canada." Over the highway then to St. Sauveur, and then northward along the Canadian National's line, terminating at Huberdeau, to Lac Cheveral's forested shores and on to Lake St. Francis with Cap Napoleon rising opposite Montfort and its connecting Lake Newago, a few miles beyond circling over one of the most idyllic bodies of water in the entire Laurentian region, exquisite Sixteen Island Lake. On and on we might go over the bracken-carpeted forests with their sweet, bracing air, but time will not permit and we hasten back to Tadousac and resume the route of Cartier up the St. Lawrence.

The north shore above Tadousac is walled by the Laurentians, and the scenery is continuously inspiring. For mile upon mile the solitude is unbroken. Only at intervals small settlements give evidence that we are not entirely remote from civilization. The ideal way to see this part of the River is from the decks of a Canada Steamship Lines' steamer. But here we must be content with a fleeting glimpse of St. Simeon, which seems removed from the outside world; Cape L'Aigle with its picturesque rocks; next, at Point Au Pic, Murray Bay, aristocratic river resort, its great hotel and cottages facing the water, while behind it sleeps the ancient village Malbaie. Onward come into view the red-roofed pier of St. Ireneé; the white houses of Eboulements perched high upon the mountainside; Baie St. Paul; the sacred shrine of St. Anne de Beaupré, followed by the white foaming cataract of Montmorency.

On the way tall steeples have lined the south shore communities. Westward from Riviere du Loup we have seen Kamouraska opposite the picturesque Pilgrim Islands; St. Anne de la Pocatiere, Catholic educational center; St. Jean Port Joli, whose church dates back to 1780; Montmagny in a farming country and the Isle of Orleans communities.

With the Falls of Montmorency behind there comes into view ahead on the north shore a towering cliff. When it first met the eyes of Cartier's pilot he is said to have exclaimed "Quel bec!" (What a cape!) Even tho accustomed as we are to impressive scenery in this day we are tempted to echo the exclamation as the heights of ancient Quebec are seen. Here stood the Indian fortress Stadacona, when the white man first visioned the St. Lawrence. On the same spot stands the Citadel to-day; the imposing Chateau Frontenac on ground once occupied by the Chateau St. Louis, and in front of it along the brink of the precipice the Dufferin Terrace, thronged by tourists the year round, looking down upon the River and the distant blue heights of the Laurentians. The Plains of Abraham, the ancient city gates, the old town with its Old World atmosphere nestling under the great rock, the Church of Notre Dame des Victoires, erected in 1688, the Parliament buildings—all these and many other sights enter Quebec's drama three centuries old.

Continuing we pass over the great cantilever bridge which conveys the Canadian National trains from shore to shore. The mountains are left behind. Green meadows slope to the river's side. A succession of steeples proclaim little towns of white houses surrounded with rectangular farms. Three Rivers, with its industries, flashes by and on the opposite shore Sorel marks the mouth of the Richelieu River, and in the foreground against the horizon Mount Royal reminds us that our destination, Montreal, is near. For here we are to alight and continue on by train.

AT MONTREAL

The religious community of Ville-Marie, founded in 1642 by the Sieur de Maisonneuve, has now grown to be the Dominion's commercial metropolis, a stately modern city in which only a few reminders of the past remain. These, however, claim our interest and a visit to Bonsecours Church, built in 1657, and the famous Chateau de Ramesay, reward the tourist. The more modern churches of Notre Dame and St. James Cathedral, which is a replica, except for size, of St. Peter's at Rome, disclose interiors which for beauty are not surpassed on the Continent. The ascent of Mount Royal with its vast panoramic views in every direction is an essential experience in the Montreal visit. From its summit we catch a glimpse of the silvery Lachine Rapids and determine before the summer is over to take the Canada Steamship Line's boat from Toronto connecting at Prescott with the specially designed steamer which makes the exciting run through the swift waters of the St. Lawrence Rapids including the Galops, Rapids du Plata, Coteau, Cedar, Split Rock, Cascades, and these Lachine we now see.

OFF FOR THE COAST

But the vast sweep of the Dominion toward the West calls us on. We have glimpsed the Eastern part of Canada by airplane. Let us now continue our progress toward the Pacific by rail. All the way from Halifax we have seen at intervals the steel band which the Canadian National has stretched across the Continent and a similar steel pathway of the Canadian Pacific beginning at St. John, New Brunswick. There being these two routes we must divide our transcontinental travellers into two parties and recount their various experiences because each will traverse diverse regions.

OVER THE CANADIAN NATIONAL

Let us therefore follow those boarding the "Continental Limited" of the Canadian National System. From Montreal to Vancouver via Prince Rupert this journey develops into a succession of delights.

On the way westward we have paused at Ottawa, capital of the Dominion, and at Northern Ontario cities. The train passes through the older-settled districts of Ontario, and we find ourselves in the Nickel, Silver, and Gold Belt of the Sudbury district; thence on beyond Cochrane we pass a couple of hundred miles to the Southward of James Bay, through the famous Clay Belt Area of Northern Ontario. From Cochrane is a section of almost virgin forest land, with here and there lakes and rivers which tempt the traveller of angling tendencies to leave the train and try for some of the big ones. At Orient Bay, in the famous Nipigon fishing area, and at Minaki, 114 miles East of Winnipeg, are summer hotels operated by the Canadian National Railways at which we long to stop over. Thence again westward we speed to Winnipeg, the "Gateway City," rich in historic lore of the early traders and settlers. Here the Canadian National makes direct connection from Chicago via Chicago & Northwestern Line to Duluth, thence its own system.

From here one finds a changing territory, now flat prairie, now rolling, tree-dotted parkland. Wainwright, home of the largest herd of bison in the world, lies on the westward journey before Edmonton is reached. West from Edmonton, which in turn is the gateway to the great Northland of the Peace River district, a night's run brings us to Jasper National Park, 4,400 square miles in extent, and at the same time one of the world's largest and most beautiful mountain playgrounds. Here are found many unclimbed peaks, age-old glaciers and tumbling mountain torrents. And here also, within a few steps of Jasper Park Lodge, the famous summer hostelry of the Rockies, is one of the finest scenic golf courses to be found on the American continent.

Then, refreshed and continuing the westward journey, the train takes us past Mount Robson, Monarch of the Canadian Rockies, and en route to Prince Rupert, along the valleys of the historic Fraser, Nechako, Bulkley, and Skeena rivers, through mountain ranges, to the Pacific Coast.

We arrive finally at Prince Rupert, northerly terminus of the Canadian National System, a city of many interests, with its fishing fleets, passenger and freight steamships, and here we take one of the Canadian National Pacific Coast steamships for the two-day journey down a sheltered coast passage to Vancouver, passing fishing villages, lumbering and paper-making industries en route, and sailing meanwhile seemingly within a stone's throw of mountains which seem to bathe their feet in the Pacific Ocean.

From Jasper to Vancouver over this route covers two sides of the famed Triangle Tour, the third being found in the journey from Vancouver along the valley of the Fraser and North Thompson rivers to Red Pass Junction, where the lines to North and South divide after crossing the Yellowhead Pass. Here again a succession of canyons, waterfalls, lakes, rivers, and forests, with the snow-capped mountains in the background, never fails to bring a succession of thrills.

CROSSING THE CONTINENT ON THE CANADIAN PACIFIC

Over the Canadian Pacific's "Trans-Canada Limited" from Montreal to Vancouver travel our other tourists, obtaining a taste of every variety of scenery.

The "Trans-Canada" pulls out of the Canadian Pacific's Windsor Station in Montreal the early part of the evening. Before dusk envelops everything in a gray haze the train has whisked through quaint, Old World French Canadian villages, seeming almost out of place in the young modernity of Canada.

During the night we are passing through the great out-of-door playgrounds of Ontario, so accessible from each of Canada's transcontinental routes. We dream of another trip to the three exquisite Muskoka Lakes, Muskoka, Rousseau, and St. Joseph, and of a canoe paddle from Huntsville (on the Canadian National), through the Lake of Bays. Consulting the time tables we see it is only a matter of a few hours from Toronto to Bala by the Canadian Pacific or to Muskoka Wharf by the Canadian National. We note that the itinerary may be conveniently extended to include the Georgian Bay and its thirty thousand island fairyland which we may enter via Penetang, Collingwood, Owen Sound, or Parry Sound by the Canadian National or via Owen Sound, Parry Sound, and Point au Baril by the Canadian Pacific. What joy it would be to hire a motor-boat and cruise east to Lake Ontario through the Trent Waterway traversing the Severn River, beautiful Lake Simcoe, the Kawartha Lakes, and Trenton River!

Then some one suggests the other great Ontario playground, Algonquin Provincial Park with its hundreds of lakes, rivers and streams, where one comes into delightfully close touch with nature, and we find this too is only a short ride from Toronto to Algonquin Park Station over the Canadian National. Then, too, we may go on from the northern part of this park to Lake Nipissing and sail one hundred miles from one end of the lake to the other from North Bay, the gateway on the Canadian Pacific.

The following day, hour after hour, tall stands of timber flash by the train windows, mute evidences of the country's vast timber resources. Only the early risers the next morning can catch a glimpse of the Devil's Gap at Kenora and the beauty of the Lake of the Woods. But by ten o'clock, when the train draws into the station at Winnipeg, we are ready to take advantage of the hour's stay to see as much of the city by motor as is possible.

The Assiniboine River, encountered first in Winnipeg, is crossed several times later as it flows through the fertile valleys and prosperously settled farming districts of Manitoba. The boundary line into Saskatchewan is passed and we are in the flat level stretches of rich prairie country. Half-way across this Province at Moose Jaw we are joined by passengers who have come to the transcontinental line from Chicago, Minneapolis, and St. Paul by the "Soo Line." At Calgary the rolling foothills rise to redeem the monotony and soon we are penetrating the Rockies.

Certainly we must stop over at Banff and enjoy a motor ride over the famous Banff-Windermere Road, visit the Hot Springs, Natural History Museum, Zoological Gardens, Bow Falls, Mt. Assiniboine, and Buffalo Park. Saddle horses, foot trails, golf and the motor-car await our choice.

The Chateau Hotel at Lake Louise is irresistible for a stop here not only to feast our eyes upon one of the world's loveliest lakes and the majestic mountain panorama surrounding it, but to see the near-by glaciers. We remember that it is only twenty miles west to Field where we may visit the wonders of Yoho Park with its Emerald Lake, Fossil Beds and other marvels.

At Glacier we must visit the great Illecillewaet Glacier and the Nakimu caves.

Banff, Lake Louise, and Field are each right in the heart of the mountains, and from these points the nine bungalow camps, situated at various strategically beautiful spots, can also be reached.

Those who prefer the calm quiet of camp life rather than the gaiety and luxury of the Chateau at Lake Louise, or the Banff Springs hotel, in the idyllic Bow Valley, motor to Moraine Lake, lying at the foot of the Ten Peaks, nine miles from Lake Louise. Or, if mountain climbing and long pony rides are to be desired, the camps in the Yoho Valley are sought. Camping de luxe, with all the advantages of outdoor life and none of its disadvantageous lack of comfort, awaits those who make Emerald Lake Chalet their objective.

We must not forget the captivating lake regions lying south from Revelstoke on our transcontinental main line. From Cardston we may motor to the Waterton Lakes and Park. From Golden southward a rail division skirts the Windermere Lakes, thence goes westward to the Kootenays, with boat and rail connections for the Arrow Lakes and charming Okanagon, this route rejoining to the main line at Sicamous for the run to Vancouver.

Nor is Vancouver the end, altho it is the termination of the rail journey. Palatial "Princess" steamers make a triangular journey to Victoria, Seattle, and back to Vancouver. Others visit Nanaimo with passengers wanting a taste of charming Vancouver Island.

TRANSPACIFIC STEAMSHIP SERVICES

Among these are the Canadian Australasian Royal Mail Steamship Line, Vancouver and Victoria for South Sea ports; and Canadian Pacific Steamships for the Orient. From Vancouver and Seattle is the Nippon Yusen Kaisha for the Orient. From Victoria, Seattle and Tacoma the American Oriental Mail Line for the Orient. From San Francisco the Union Steamship Co. for South Sea ports. From Seattle and also from San Francisco are divisions of Matson Navigation Company for Hawaii, and between Los Angeles and Hawaii the Los Angeles Steamship Line. San Francisco and Los Angeles are ports for the Dollar Steamship Line in its route to the Orient. Also from Los Angeles and San Francisco is the Nippon Yusen Kaisha for the Orient.

Turn a cup of coffee into a delicious dessert

TAKE coffee, the universal beverage—take Knox Sparkling Gelatine, the universal gelatine—combine the two and you have a *different* dessert to delight the most fastidious taste.

Try this "Coffee Cream" recipe tomorrow. It is easy to make—takes little time or trouble. And the result will be one of the most glorious desserts that ever graced your dining table.

COFFEE CREAM
(*Six Servings*)
½ envelope Knox Sparkling Gelatine
¼ cup cold water Yolks of three eggs
1 cup strong coffee, boiled
Salt 1 cup sugar
1 pt. heavy cream [or evaporated milk] beaten stiff

Soak gelatine in cold water five minutes. Make a custard of coffee, sugar and yolks of eggs, and add soaked gelatine and salt. Cool, add cream and freeze. Serve in parfait glasses; garnish with whipped cream, sweetened, and flavored with vanilla, or any fancy fruit.

(Note that in this recipe you use only ½ an envelope of Knox Sparkling Gelatine. There is still enough gelatine left in your package for three other desserts of six servings each, *so besides the highest quality you also have the greatest economy*).

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"The Highest Quality for Health"

Send 4c postage for Mrs. Knox's recipe books "Dainty Desserts" and "Food Economy" and mention your grocer's name.

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Both packages contain the same quantity and quality of plain Sparkling Granulated Gelatine, but the "Acidulated" package has in it an extra envelope of lemon flavoring, that is not mixed with the gelatine.

INVESTMENTS AND FINANCE

PRIVATE LOANS AHEAD OF WAR DEBT PAYMENTS

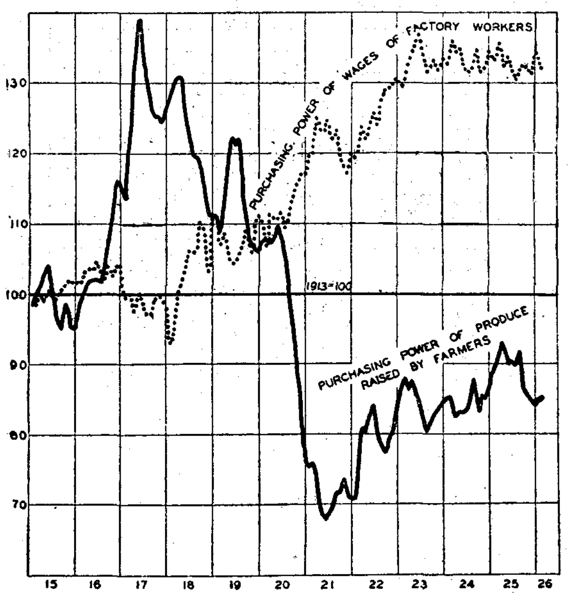
NOW THAT PRACTICALLY all the war debts are funded and German reparations payments are being stabilized under the Dawes plan, while at the same time nearly all European countries are borrowing in Wall Street, the question is being raised: which comes first, public or private debt payments? Of course, writes Edwin L. James in an interesting dispatch from Paris to the New York *Times*, "if any country has sufficient ability to cover both public and private commitments, the problem will be solved." But, he continues, "if, as is most likely, there is a grave difficulty in meeting both categories, it will be found that the Governments will be at a disadvantage and, therefore, the creditor Government will discover that the creditors of private industries have the preference." That means that Wall Street will have a better chance to collect than Washington, or, to put it the other way around, the American citizen as taxpayer must take his chance after the American citizen as money-lender to Europe. As Mr. James explains:

> It has been pointed out that loans to German industries and industrials have a better chance of being repaid than German reparations to the Allies for the reason that German industry will buy foreign exchange even if forced to pay a premium, whereas the reparations payments must pass through an agent, who, under the Dawes plan, will transfer marks abroad only in the measure that he can do so without forcing down the German monetary unit's international value.
>
> For a somewhat analogous reason the private loans of American bankers to European industries will, in the long run, come before allied debt payments to the American Government.
>
> This means that if in the coming years the continent's ability to make payments to the United States turns out to be insufficient to meet both the debt service on private loans and the debt service on governmental obligations, the American private loans will get first attention.
>
> Taking into consideration the rapidity with which private loans are mounting into billions and the doubt about Europe's being able to transfer more than a certain amount across the Atlantic, the importance of this correlation of European private and European public commitments to the United States becomes apparent.
>
> One may at once ask the basis of the conclusion that American debtors in European countries have a better chance of getting paid than American taxpayers to benefit from European payments on war debts. The basis of this conclusion is that private industry will be always on the alert to obtain necessary foreign exchange to meet its obligations, because it must do so.
>
> It must do so to preserve its credit in America and to continue to do business with America, and it will be always cheaper for it to pay a premium on exchange than to default in its payments.
>
> On the other hand, Governments, in handling their payments to America, will not have the same liberty, for they will be sure to arouse public resentment if applying their purchases of exchange to pay the United States sends down local currency and thus forces up the cost of living, which is something no parliamentary government can face with safety.

In actual practise, we are reminded, European industries "will be constantly purchasing exchange and will be using their connections with exporters to obtain foreign trade credits to meet their obligations." Since ability to make foreign payments depends in the long run on the trade balance, experts on such matters believe, according to Mr. James, that the European debt or government will as a rule be served out of this trade balance only after the needs of industry have been met.

FARM EARNINGS NOT KEEPING UP WITH CITY WAGES

PROBABLY THE MOST IMPORTANT single handicap preventing general business from moving forward with the vigor that characterized it during most of last year, is, according to the Cleveland Trust Company's *Business Bulletin*, "the fact that the prices of farm products are falling and reducing the purchasing power of the people in the agricultural districts." While the purchasing power of factory workers is now about a third greater than it was back in 1913, the purchasing power of the farmer is less than it was then. The reason for this, it seems, is that industrial wages have been going up faster than the cost of living. "This has increased the purchasing power of the factory employee above the pre-war level, and decreased the purchasing power of the farmer." The Cleveland bank organ emphasizes its argument with a diagram which is reproduced on this page and which it explains as follows:



From the Cleveland Trust Company's *Business Bulletin*

THE FARMER'S PURCHASING POWER STILL LOW—

Especially as compared with the wage-earner's. The heavy line shows the purchasing power of farm produce, the dotted one that of wages, both as compared with 1913 levels.

> The dotted line in the diagram shows the course of the purchasing power of the wages of the factory worker since the beginning of 1915. The figures on which it is based are the result of finding the relationship between the wages paid the average factory worker in New York State and the cost of living. These wage rates are closely representative of factory wages paid in the country as a whole. The line indicates that the average factory employee is able to purchase from his present wages about one-third more of the necessities of life than he could in 1913, and distinctly more than he could at the peak of the boom in 1920.
>
> The solid line represents the purchasing power of the produce raised by farmers over the same period. It is based on figures computed by comparing the average farm prices of representative agricultural products with the prevailing retail prices of goods purchased by families. These retail prices have been computed from the cost of living after deducting the cost of rent. The line shows a sustained high level from the middle of 1916 to the summer of 1920, followed by a severe drop in the latter part of that year, and an irregular rise since then which had carried it back close to the 1913 level last summer, but which has since given way to another decline.
>
> There is one important factor which is operating to make the plight of the farmer less hard than the comparison of the diagram would indicate. This is that better farming methods, and the extended use of power machinery, are enabling the farmers to produce larger crops with fewer workers. This tends to increase the relative per capita income, and is not taken into account by the lines of the diagram.
>
> After all allowances are made, however, it is clear that there is a real maladjustment between the material rewards of farm work and of factory work. Just at present this is growing more serious.

BOOTLEGGING FRENCH GOLD

MUCH like the bootlegger's industry in America is the business of buying up hoarded gold in France, says the writer of an Associated Press dispatch from Paris which appears in the New York *Sun*. And those engaged in this illegal commerce, we are reminded, are as much in peril from piratical "hi-jackers" as from the forces of the law. No one knows just how much gold is hidden away in France, but, we read, "it is generally placed at over one and under two billion gold francs; as these sums represent between five and ten billion in paper francs the difference is great enough to attract many to this new calling." This commerce, of course, "is illegal as far as French coins are concerned, the law forbidding buying and selling operations with the national coinage, altho gold coins of other nations can be made into ingots." It seems that the chief danger comes from the gold hi-jackers rather than from the police, and sad stories are told of how men have been "torpedoed":

At a meeting in a quiet saloon, when a hundred thousand paper francs were being handed over in exchange for one thousand twenty franc gold pieces, the police appeared. "Hands up!" they commanded, and the inspector heading the police seized the money, gold and paper and marched the bootleggers off to police headquarters. There the inspector ordered them to sit on a bench in a corridor, after which he hung up his hat and cape and departed into an adjoining chamber. About two hours later a caretaker asked them what they were waiting for, and they realized that the inspector was false, their money gone, and themselves unable to take any action.

In a case of this kind at St. Etienne, the men arrested by the false police were handcuffed in such a way that the real police had to take them to a blacksmith to release the cuffs. The men having to explain their presence at police headquarters, were tried and sent to prison.

The gold-smelters do not escape this sort of trouble. One day, in Paris, as the metal was fusing, one of the smelters went out for some cigarets and burst in, on his return, shouting "Police!" Everybody disappeared so no one saw a man emerge from a cupboard, wrap up the heated mass in wet rags and in turn disappear.

It became known that a certain country priest had 1,000 twenty franc gold pieces which he might change against paper. A meeting was arranged in the church itself. The priest allowed himself to be persuaded to part with a few gold coins at the current rate of sixty francs paper for twenty francs gold, but would go no further. It was long before the buyer could make him change his mind. "Think of my position," the reverend father argued. "What if such a thing became known!" At last he yielded and, concealed in a confession box, he passed over a heavy packet in return for paper bills. The two men left the church and doubtless the one man had got rid of the cassock to which he had no right before the other had discovered that his packet was heavy with lead, not gold.

Not much is known of what becomes of the gold once it is melted down, or who buys it. It is reckoned that 300 pounds of gold reach Paris every month in this illicit traffic.

"IT'S A BOY!"

GREAT! Now we can do some planning. School at six. High School at fourteen. College at eighteen. A career by twenty-five! Nothing ahead but achievement—wonderful, glorious achievement!

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2 yrs.	130.00	570.00	4,700
2½ yrs.	152.75	547.25	5,400
3 yrs.	175.50	624.50	6,200
3½ yrs.	201.50	598.50	7,000
4 yrs.	227.50	572.50	7,800
4½ yrs.	253.50	546.50	8,600
5 yrs.	279.50	620.50	9,500
5½ yrs.	308.75	591.25	10,400
6 yrs.	338.00	562.00	11,300
6½ yrs.	367.25	632.75	12,300
7 yrs.	399.75	600.25	13,300
7½ yrs.	432.24	667.75	14,400
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INVESTMENTS AND FINANCE
Continued

SHOULD WE SPEND WHILE OTHERS SAVE?

It is a rather strange thing when a banker advocates extravagance, but that, as the New York *Evening Post* notes, "is just what Sir Robert Kindersley has been doing in the United States." Sir Robert is quoted as saying "that the financial balance of the world could be most rapidly restored if the English people would economize as much as possible and the American people would spend as much as possible." *The Evening Post* comments:

> Such advice might be justified on grounds of world economy. The rest of the world is deep in the debt of the United States. This debt must be paid in goods and services. England, for instance, must put to its own use as little as possible and save as much as possible in order to have a large remainder to send to America. This is saving. America, by the same token, should produce as little as possible and take as much as possible from England. This is extravagance. If both save or both spend freely, the debts, theoretically speaking, could never be paid.
>
> Individual economy depends little upon such theory. Americans will continue to exercise thrift. They will still try to produce more than they need and lay up money in the savings-banks. Neither will the English exercise special thrift on grounds of economic theory.

THE RESERVE BOARD AND PRICES

Instead of the "stabilized dollar" we used to hear so much about, a substitute proposal for maintaining prices at a uniform level has been brought forward. This time, says the New York *World*, "the price-stabilizers aim at manipulating credit instead of changing the metallic content of the gold dollar." A bill has been introduced into Congress stipulating that "the Federal Reserve Board shall use all its powers to keep commodity prices at a steady level." "This means that the Board shall lower discount rates when prices begin to fall and raise the rates when prices tend to advance," according to *The World*, which adds:

> The author of the bill admits that bank rates do not exert a controlling influence over price levels, but he believes that changes in the rates will have the desired "psychological effect" and correct any pronounced tendencies toward inflation or deflation. The assumption that price levels may be controlled by the development of the proper psychological attitude regardless of all other influences is interesting, to say the least. But Governor Harding of the Federal Reserve Bank of Boston must be credited with the most effective puncturing of the plan. He has asked how the bank rate should be changed in order to check the recent sharp decline in the price of sugar and the simultaneous rise in the price of potatoes. This is getting down to brass tacks, and until a satisfactory answer is forthcoming it would be better to let well enough alone.

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increased its consumption of electricity by 11 per cent in 1925. This increase would light the average city of a quarter million population for an entire year.

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CURRENT EVENTS

FOREIGN

May 19.—A dispatch from Damascus to London reports that Damascus underwent another bombardment by French artillery and airplanes on May 7, and that there were many casualties among civilians and much property damage.

May 20.—The Moslem Conference summoned to Cairo to select a new Caliph ends in failure because of rivalries among the various Moslem nations represented, according to a dispatch from Cairo.

May 21.—The French Government officially denies that several hundred civilians were killed during the bombardment of Damascus, and says that the attack was in the Midan suburbs, entirely separated from the city, and was made necessary because this section had become the refuge of numerous armed bands.

May 22.—Marshal Pilsudski has agreed to be a candidate for President of Poland, according to a dispatch from Warsaw.

Minister of the Interior Tejeda issues a statement saying that all foreign Protestant ministers who fail to comply with the Constitution and laws of Mexico will be deported, according to a dispatch from Mexico City.

May 23.—Targuist, Morocco, Abd-el-Krim's capital, and the adjacent territory are occupied by the French without a struggle, following the submission of a large portion of Abd-el-Krim's own tribe and several other tribes.

May 24.—Abd-el-Krim has requested of Jules Steeg, Resident-General of Morocco, a cessation of hostilities, the French Foreign Office announces.

DOMESTIC

May 19.—The Senate adopts a resolution, and appoints a special committee, to investigate the alleged expenditure of $5,000,000 in the Pennsylvania Senatorial campaign, and to go into every Senatorial campaign in the country.

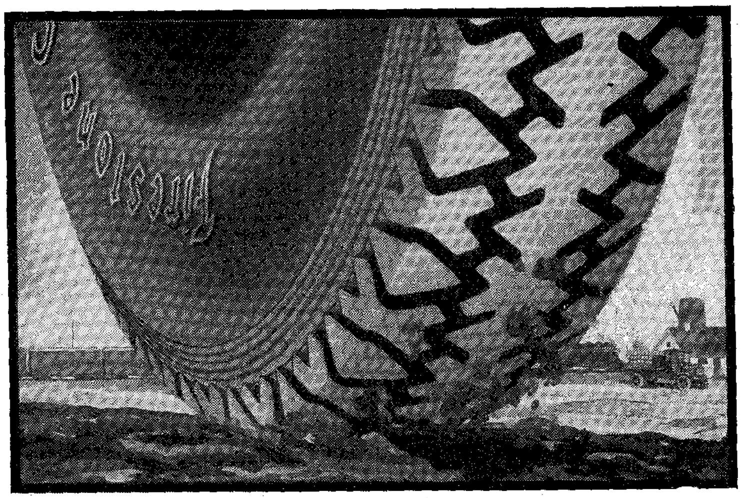
May 21.—President Coolidge issues an executive order permitting the commissioning of any State, county or municipal officer as a Federal Prohibition agent, authorized to cross local and State lines in pursuit of violators of the Prohibition law. The order specifically states that it shall not apply to States having laws or constitutional provisions which prohibit Federal officers holding State offices.

The Haugen farm subsidy bill is defeated in the House, 212 to 167.

Col. Alexander Williams, U. S. M. C., is reduced four numbers in the promotion list of Colonels in the Marine Corps, as punishment for intoxication at a party he gave for Gen. Smedley Butler at San Diego, on March 6.

May 24.—Attorney-General Sargent advises President Coolidge that his order authorizing employment of local police officers as Prohibition agents, with authority to cross State and county lines, is legal, and Secretary Mellon says the order was intended to solve a particular situation in California.

New York City has a population of 5,924,000, according to an estimate by the Department of Commerce; Chicago, 3,048,000, and Philadelphia, 2,008,000.



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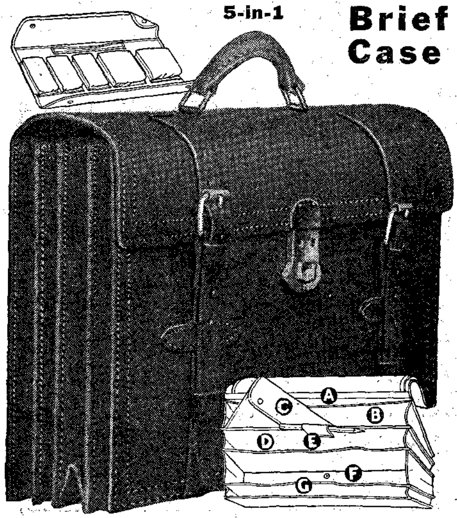

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(B) *Pocket containing removable Toilet Kit.*
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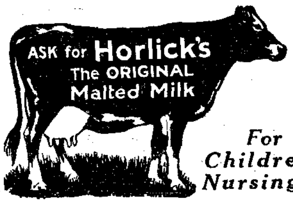


Safe Milk and Food
For INFANTS, Children, Invalids, Nursing Mothers, etc.

THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

carriage.—"W. T. F.," Frankfort, Ky.—The *horseless carriage* was invented two centuries earlier than the date you cite, 1843. In 1693, Ozanam described the vehicle, driven by man-power, to the English Royal Academy of Sciences. While the passenger sat in the conveyance, the footman who drove the vehicle stood in a small box behind and trod the cranks that drove the wheels. Ozanam's vehicle was copied in 1761 by an Englishman named Ogle. The description of this vehicle—the best that had been hitherto invented—was given in *The Universal Magazine.*

castles in Spain.—"V. M. C.," Rising City, Neb.—This expression is the equivalent of "castles in the air," and is intended to suggest visionary if not impossible schemes, projects, etc., whether in Spain or elsewhere. You may recall John Hay's poem, "My Castle in Spain," in which you will find the lines—

> "There was never *a castle seen*
> So fair as mine *in Spain:*
> It stands embowered in green,
> Its towers are hid in the mists of hope
> And I toil through mists of pain
> Its glimmering gates to gain."

The expression owes its introduction into English to Chaucer who, in "The Romaunt of the Rose," wrote—

> "Thou shalt make *castles* then *in Spain*,
> And dream of joy, all but in vain."

The expression is also found in the French of the thirteenth century, when it was current side by side with "castles in Asia" or "castles in Albania." The main thought of the idea is based upon the building of castles in a country where one does not own any land. It has been suggested that the expression may have had some reference to the arms of Castile, but if this be so, it may have been of later date.

The idiom, current in the fifteenth century, continued in use until 1558 or thereabouts, but with the accession of Queen Elizabeth, and the public sentiment in England being anti-Spanish, it was thrown into the discard, and "castles above the skies," "castles in the air," were used as substitutes.

In 1586, the author of "La Primaud," in the section referring to the French academicians, page 182, wrote: "Some have their wits a wool-gathering, and as we used commonly to say, are *building of castles in Spain.*" Cotgrave in his Dictionary in 1611 includes the phrase in the French, "faire des chasteaux en Espaigne," but defines it, "to build castles in the air."

The antipathy against Spain was so strong that this phrase was not used again in English literature until about two hundred years later, but since about 1850 it has been reestablished in English.

Miami.—"V. G.," Alton, Ill.—The correct pronunciation of *Miami* is *mai-am'i*—*ai* as in *aisle*, *a* as in *fat*, *i* as in *habit.*

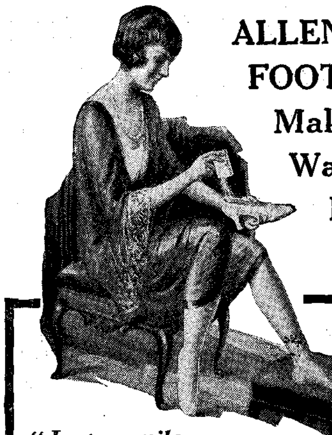
"D. S McK.," Coaquila, Mexico.—(1) That you find English authors using the expression "Aren't I?" is the result of carelessness in phoneticism. Where we in America say *ain't* as a contraction of *am not*, the British say *an't*, sounding the *a* as in *father*. A careless author hears (from infancy, perhaps) the correct contraction "An't I?", which differs so slightly in England from their pronunciation of *aren't* in "Aren't we?", assumes both words to be the same, and writes "Aren't I?"—an obvious solecism.

(2) The past tense of *eat* is nowadays preferably written *ate*, altho many still give the same form *eat* in both the present and past tense. The spelling *et* has dropped out of usage since the fourteenth century, and the Lexicographer has as yet seen no revival of this obsolete form. Authorities differ as to the pronunciation of *ate:* the majority, including all American authorities, favor that in which it rimes with *late*, but many of our British cousins, not all, however, insist on riming it with *let*.

(3) In England, the letter *z* is always called *zed;* in America, *zee.*

"M. L. W.," Tuscaloosa, Ala.—When father and son have the same name, the son, during the father's lifetime, or in some instances longer, affixes the abbreviation *jr.* or *Jr.* to his name. The present J. P. Morgan, for instance, still affixes *Jr.* to his name, tho the original J. P. Morgan has been dead since 1913.

The son may, if he prefers, affix the symbol *2d* or *II* to his name. A grandson of the same name affixes *3d* or *III* to his name



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FOOT=EASE
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Walking a
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"Just a smile all the while!"

WOMEN who suffer from painful, tender or aching feet, corns or bunions are missing many of the joys of life. If your feet hurt you can't enjoy dancing or walking, and you lack the poise of the well-groomed woman.

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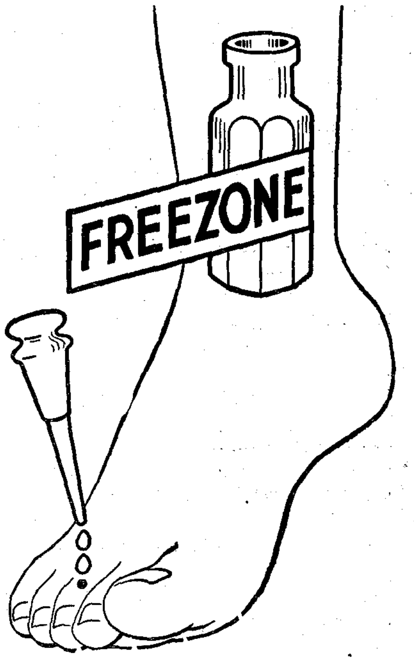
Corns

Lift Off–No Pain!



Doesn't hurt one bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the foot calluses, without soreness or irritation.

THE ▾ SPICE ▾ OF ▾ LIFE

Pugilistic Proverb.—A sock on the foot s worth two on the jaw.—*Pittsburgh First.*

A Diet for He-Men.—Waffles made from Edison Electric Iron.—*Item on a South Carolina Coffee Room Menu.*

A New Arctic Terror.—The food supply was running low and the dofis kefe keaflening.—*St. Paul Pioneer Press.*

Bathing Season Opens.—35th Anniversary of Dr. Burrell's Pastorate. Dr. Poling will preach at bath services.—*Ad in The New York Times.*

Found His Leader.—Charlie Blitz, chief violinist of the Steamtown Orchestra, got married the other day and is now playing second fiddle.—*Farm and Fireside.*

Page the Census Commissioner.—"They say that a single oyster will lay from one to eight million eggs a year."

"Gosh! Think of the married ones!"—*Gargoyle.*

The Tactful Victim.—He—"Do you want to marry a one-eyed man?"

She—"No, why?"

He—"Then let me carry your umbrella."—*Pittsburgh First.*

Wotja Mean, West?—

SUPPOSED CONTINENT WEST OF
POLE PRESUMED TO HAVE
WARM SUMMERS

—*Headline in The Washington Post.*

Toothsome Left-Overs.—

MENU YOUNG HOUSEWIVES
CAN PREPARE

Delicious Dinner for Six Need Not Be Elaborate—Using Old Shirts.—*Washington paper.*

A Voice from the Tomb.—HEREAFTER I will not be responsible for any debts contracted by my wife, Delphine. WILLIAM ——, Holy Cross Cemetery.—"*Legal Notice*" *in The San Francisco Examiner.*

Medieval Housekeeping.—The Borgia—"I am entertaining some friends to dinner to-morrow—about forty."

Master of the Revels—"Then, my lord, I will have to order some more poison—there's only enough for twenty-five in the house."—*The Passing Show.*

Suburban Etiquette.—Mrs. Town—"Who is that woman you just bowed to?"

Mrs. Suburbs—"Oh, she's my next door neighbor."

Mrs. T.—"But she didn't return your bow."

Mrs. S.—"No, she never returns anything."—*Beanpot.*

Extinguisher for a Cherub.—"Rather a bright child the Blanks have, don't you think, dear?" said Mrs. Karr as they motored home from a visit.

"Oh, I guess so," returned her bored husband. "The trouble with those bright youngsters is they don't know enough to put the dimmers on when company is present."—*Boston Transcript.*

That Sickly Smile.—The grin worn by the "good loser" is generally chagrin.—*Boston Transcript.*

Stringing It Out.—"A little bit goes a long ways," said the keeper feeding a handful of hay to a giraffe.—*Sea Bag (U. S. S. Oklahoma).*

With Their Feet?—Wallace's orchestra includes a trio of saxophone, trombone, and piano player who sing while they play.—*Cleveland paper.*

An Accurate Description.—Paul—"I had an awful fright at the Nixon last night."

Tony—"I know it. I saw you with her."—*Pittsburgh First.*

Hope Rewarded.—

AFTER SEVEN YEARS OF
HOPING, WIFE IS CERTAIN
HUSBAND DIED IN FRANCE

—*Kansas paper.*

The Perfect Egoist.—John—"Sir, I would like to marry your daughter."

Pater—"Absolutely, NO."

John—"Why, what's the matter with her?"—*The Tiger.*

The Voice of Experience.—Maisie—"A certain young man sent me some flowers this morning."

Maud—"Don't say 'a certain young man,' my dear. There is none of them certain until you've got them."—*London Tit-Bits.*

The Acid Test.—Mrs. Greene—"Mary, how do you tell an old chicken from a young one?"

Mary—"By the teeth, ma'am."

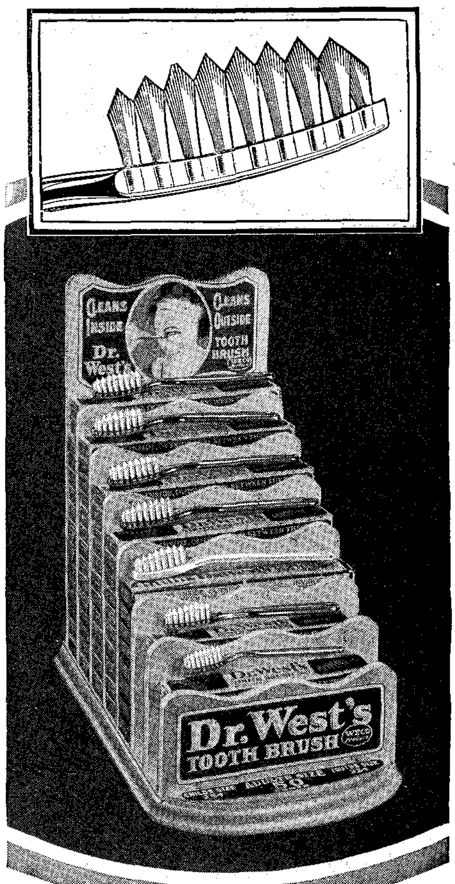
Mrs. Greene—"How silly! Chickens have not teeth."

Mary—"No, but I have."—*Kansas City Star.*

Another Kind of Chaw, Sir.—One of our English literature professors, whose name we must in all kindness withhold, was negotiating for some time with a ladies' literary club in Maine, about a lecture on Chaucer, on whom he was a distinguished authority. They finally wrote, "We have decided to have a baked bean supper instead."—*The Harvard Lampoon.*

Off His Mental Chow.—The cruising college sailing from New York next October will be on the high seas for the greater part of eight months. One can hear some of the less rugged scholars even now feebly piping: "Steward. I don't feel well enough for the whole economics course; just serve me one page of Greek and an orange in my stateroom, please."—*New York Sun.*

Call the Iceman.—A student nurse, inexperienced in reading the clinical thermometer, was horrified when, taking the temperature of a patient, that instrument apparently registered 120. She hurriedly dispatched a note to the doctor, reading, "Please come at once. Mr. Jones's temperature is 120." The doctor did not come, but he sent this message, "You had better send for the fire engine. I can do no good."—*The Argonaut (San Francisco).*



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This Cabinet a Timely Reminder

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Tooth Brushes *are* hard to remember to buy. They don't "use up" like dentifrices. Dr. West's will last longer, it is true, because the bristles are of the highest quality. But even with Dr. West's tooth brush you get the greatest benefit by the use of a fresh, sanitary one every three months.

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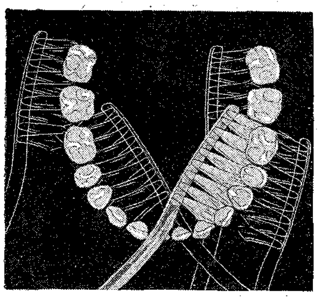

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Built to the pattern of the human mouth. Dr. West's Tooth Brush contacts every curve and angle and crevice. While almost any tooth brush will clean outside surfaces, Dr. West's cleans INSIDE, OUTSIDE AND BETWEEN.

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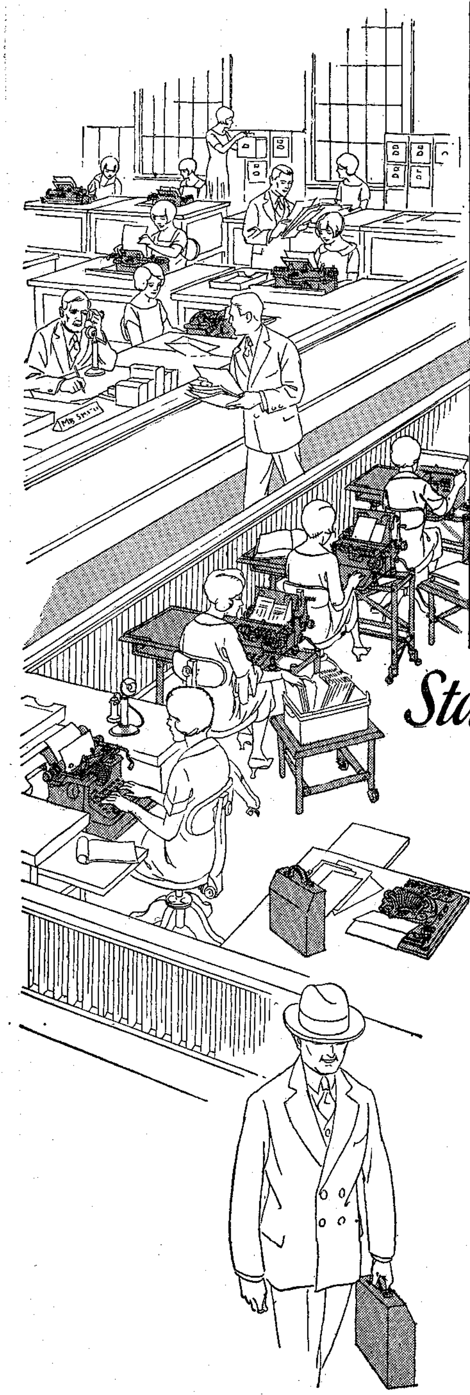

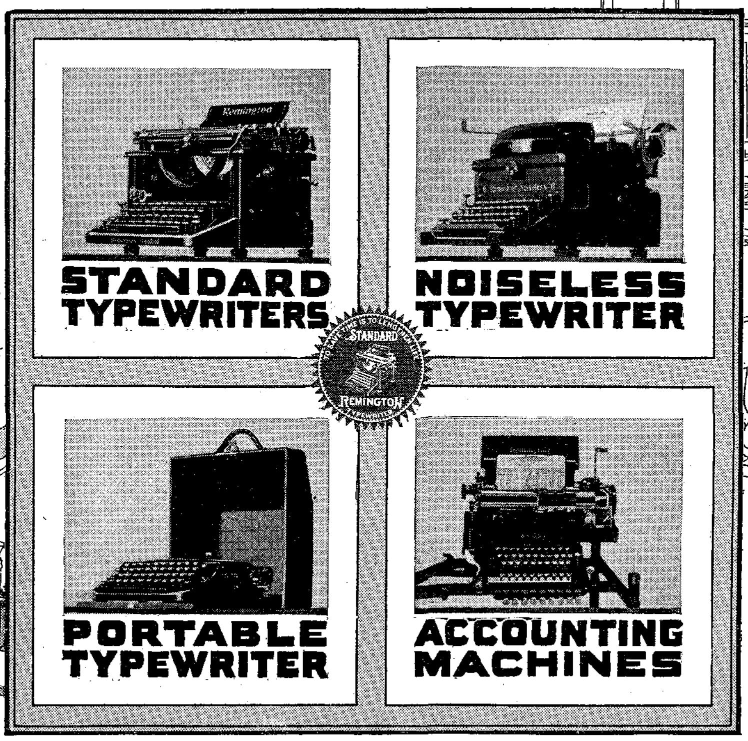

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